

The Hong Kong Telegraph.

(ESTABLISHED 1881.)

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WEATHER FORECAST

FAIR

Barometer 29.84

March 11, 1914, Temperature 6 a.m. 65, 2 p.m. 75.

Humidity 97, " 89

March 8, 1914, Temperature 6 a.m. 62, 2 p.m. 66.

Humidity 71, " 78

273) 二年寅月五月晚

WEDNESDAY, MARCH 11, 1914.

三月一十日英語

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TELEGRAMS.

MILITANT MADNESS.

FAMOUS PICTURE DAMAGED.

[Reuter's Service To The "Telegraph"]

London. Received March 11.
A suffragette named Mary Richardson was arrested in the National Gallery while in the act of slashing into six pieces the famous picture of Venus by Diego de Silva Velasquez, which cost £10,000.

Mrs. Pankhurst and Venus.

Later.

The woman Richardson, in a statement, said she destroyed the picture of the most beautiful woman of mythology as a protest against the Government destroying Mrs. Pankhurst, the most beautiful character of modern history. Any outcry would be mere hypocrisy.

Later, she appeared at Bow Street Police Court and was committed for trial, bail being refused.

It is estimated that the picture has depreciated to the extent of £10,000, and that the repairs will cost £100.

Collection Closed.

The Wallace Collection in the National Gallery has been closed until further notice.

THE EPIRUS QUESTION.

CONCESSIONS TO GREECE.

London. Received March 10.
Reuter's correspondent at Athens states the Triple Alliance has notified that it is prepared to approve a slight modification of the Epirus frontier in favour of Greece, and will use its influence to secure equality of religion and language throughout Albania. It will recommend to the Prince of Weid other Greek wishes, including the employment of Epirote in the Gendarmerie.

A "Terrible Sacrifice."

The Chamber held an all-night sitting discussing the Government's policy in Epirus. M. Venezelos, the Premier, explained the impossibility of opposing the Powers still, and advised Epirus to abandon resistance, from which there was nothing to be gained. He hoped the people of Greece would accept the terrible sacrifice bravely.

GENERAL ELECTION.

INSURANCE RATES RISE.

London. Received March 10.
Insurance at Lloyd's against a General Election before June 30 has risen from 15 to 30 guineas within a week.

MEXICAN AFFAIRS.

London. Received March 10.
Reuter's correspondent at Mexico City states that President Huerta has telegraphed a presidential order to the Federal Commanders in the field to begin an aggressive campaign to-day against the rebels in the North.

The despatch contained a caution to give protection to foreigners and warning recipients of the message that they will be held responsible for any neglect of this precaution.

Reuter's correspondent at Washington states that in the Senate, Senator Fall (Republican) read a list of 63 outrages on Americans in Mexico. He urged the use of American forces to protect foreigners.

TELEGRAMS.

HOME RULE.

DIVERSE OPINIONS.

[Reuter's Service To The "Telegraph"]

London. Received March 10.
During the debate on Home Rule in the House of Commons Mr. Ramsay MacDonald, in the course of his remarks said—"Let us have peace if we can. If we cannot, let us have Home Rule." He added that the Labourites did not wish for a General Election until the Bill had passed.

Mr. Tim Healy said he would rather have no Bill than one with the proposed modifications.

The debate was then adjourned.

Press Comment.

The Unionist Press generally takes Sir Edward Carson's stand-point that the six years' limit is impracticable. The Times, Daily Mail, Standard, and Daily Graphic declare that Mr. Asquith's offer is doomed to failure unless he abandons the time-limit.

The Morning Post says that Mr. Asquith was simply manoeuvring for position in view of the inevitable appeal to the country.

The Daily Telegraph declares that Mr. Asquith has confessed that he has been beaten by the Ulstermen. He must go further, or yield to the demand for a General Election. The Government's prestige has been shattered by an eleventh hour concession.

The Daily News says that the Government's generosity has exceeded expectations. It is the thick, not the thin, end of the exclusion wedge. If adopted, Irish unity will be severely endangered; if rejected, the country will expect the Government to no longer temporise, but severely repress rebellion.

The Daily Chronicle expresses the opinion that the time-limit is not a very material point.

Lord Milner's view.

Lord Milner, in a letter to the Times regarding Mr. Asquith's statement, says that the statement makes it imperative for the signatories to the recent Covenant to redouble their appeal to the nation to make it clear to the forces driving Mr. Asquith that a more generous offer must yet be made.

"A Great Advance."

The impression in the Lobby is that a great advance has been made towards a settlement on Home Rule; certainly the civil war menace has been vanished.

Compromise Likely.

Yesterday's discussion is not accepted as conclusive. The position is admittedly difficult, but it is hoped that a further debate will lead to a compromise, though possibly not before the Bill reaches the House of Lords.

Next Debate.

The second reading of the Home Rule Bill will probably be resumed on the 30th inst.

TELEGRAMS.

GERMANY AND RUSSIA.

TENSION RUNNING HIGH.

[Reuter's Service To The "Telegraph"]

London. Received March 10.
Reuter's correspondent at Berlin states that the alleged Russian danger was first given prominence to in an article which appeared in the Koellnische Zeitung on the 4th. and 5th. inst. It is now beginning to dominate public discussion.

The Berliner Tageblatt declares that Germany and Austria have not long yielded to the Russian menace and every further encroachment must be met with an absolute veto.

The Lokal Anzeiger says the persistent poisoning of Russian opinion against Germany may ultimately result in the exhaustion of German patience.

The National Zeitung says it is reported from Munich that a new Army Bill authorising the rearmament of the German Artillery at a cost of £25,000,000 is in prospect.

Reuter's correspondent at St. Petersburg states that official communiques deny that M. Pourtale or any member of the Embassy is in any way connected with the Koellnische article.

An editorial anti-Russian campaign is proceeding in Germany. The fact that the agitation is allowed to continue unhindered indicates that it is favoured in authoritative quarters. The opinion is expressed that fresh demands on the German taxpayer are contemplated.

N.D.L. COMPANY.

EIGHT PER CENT. DIVIDEND.

London. Received March 10.
Reuter's correspondent at Berlin states that the Norddeutsche Lloyd declares a dividend of 8 per cent.

H.A.L. ENTERPRISE.

NEW STEAMER SERVICE.

London. Received March 10.
Reuter's correspondent at Sofia states that the Hamburg Amerika Line on April 15 starts a direct service between Levant ports and America.

PLUMAGE BILL.

READ A SECOND TIME.

London. Received March 10.
The House of Commons has passed for second reading a Bill prohibiting the importation of plumage, by 297 votes to 15.

UNEMPLOYED TROUBLE.

A FIGHT IN SACRAMENTO.

London. Received March 10.

Reuter's correspondent at Sacramento states that 300 Deputy Sheriffs, armed with pick-axe handles, fought 600 unemployed as the result of the arrest of "General" Kelly and eighteen followers. Many heads were broken.

The unemployed, who belong to the Industrial Workers World, which raided the churches in New York on the 5th inst., were scattered by a fire-bomb.

TELEGRAMS.

THE SUFFRAGISTS.

WAR ON SIR E. CARSON.

[Reuter's Service To The "Telegraph"]

London. Received March 10.
The suffragists have declared war on Sir Edward Carson, considering as unsatisfactory the interview he accorded the women yesterday who waited at the door of his house in London since Thursday last.

A Battle in Glasgow.

London. Received March 10.
Mrs. Pankhurst was addressing a gathering of suffragists at St. Andrew's Hall, Glasgow, when a large force of police, with truncheons drawn, rushed into their midst. A fierce fight ensued.

The platform was guarded by barbed wire concealed in flowers. Tumblers, flowerpots and chairs were thrown at the police, stones and pistols, and miniature bombs were exploded, while many women used clubs.

The police used their batons right and left, and eventually Mrs. Pankhurst was seized and dragged off into a taxi-cab and conveyed to the police station. A score of women and many constables were injured.

Subsequently an attempt was made to storm the police station, but this was repulsed by hundreds of police, mounted and on foot.

THE "TIMES"

REDUCTION TO PENNY.

London. Received March 11.

The Times announces that in view of the grave importance of the political situation, it reduces its price on and after the 16th. inst. to one penny.

MR. BOWSKILL'S CASE.

RELEASED ON PAROLE.

London. Received March 11.

Sir Edward Grey announces that the Rev. Mr. Bowskill, the Baptist missionary who was arrested in the Portuguese Congo, has been released on parole, pending an inquiry.

DOS ENGLAND LACK CLEVER YOUNG MEN?

Widespread Discussion over G.E.W. Appointment.

English young men v. American young men. In this connection the Globe has obtained some interesting statements of opinion which are printed below.

Views on the Appointment.

Mr. Gordon Selfridge, the well-known American businessman, who establishes and controls the great firm in Oxford-street, warmly approves of the appointment.

Interviewed by a Globe representative, he said:

"I think the appointment demonstrates that the two countries are drawing more closely together commercially, as well as socially. I think they are deriving advantages from each other."

"In America it is not an uncommon thing for a man from England to be given charge either of a railway or a great manufacturing concern with utmost readiness, and the present appointment does not, in my judgment, indicate that there are not plenty of men in Great Britain capable of filling the position, but that it just happened that at the moment there is a number of able men the trouble is that under our present system I never get to hear of them."

In spite, however, of this modification of Lord Claud Hamilton's original statement, the Great Eastern Railway's action has brought up the question of agents before the directors,

TELEGRAMS.

THE NATAL TROUBLES.

A CLERGYMAN'S VIEWS.

[Reuter's Service To The "Telegraph"]

London. Received March 11.
The Rev. F. C. Andrews, of St. Stephen's College, Delhi, who left in November for South Africa to assist in the trials of the Indian trouble in Natal, has arrived in London and is welcomed by a number of Indians. He was garlanded by the priestess Sotrina Naidu.

ARMY ESTIMATES.

ARMY ESTIMATES.

BEFORE THE COMMONS.

London. Received March 11.

In the House of Commons, the Right Hon. Colonel J. B. Seely, Minister of War, introduced the Army Estimates. He said although there was a shortage of 8,000 Regulars, there was a surplus of Reservists, and consequently there was no cause for anxiety.

The spending-up of mobilisation arrangements had been remarkable. He had now an expeditionary force of 182,000 complete in all details; while 50,000 of all arms were ready in a few hours to go anywhere.

Measures were being taken to solve the problem of providing education for those promoted from the ranks. Since they had been advertising they had secured 1,000 more recruits than in the corresponding period of 1913.

Though the Territorials were still 58,000 short, the year's recruiting was the biggest on record. There had been a continuous and substantial increase in efficiency. The National Reserve was now over 217,000.

TELEGRAMS.

CONDENSED.

The N.D.L. Company has declared a dividend of 8 per cent.

The Times is to be reduced in price to a penny on the 16th. inst.

The death is announced of Mr. Ernest Dresden, the racehorse owner.

The Rev. Mr. Bowskill has been released on parole pending an inquiry.

The suffragists have now declared "war" on Sir Edward Carson.

The insurance at Lloyd's against an election before June 30 has risen sharply.

The Indemnity Bill has been read a third time in the Assembly at Cape Town.

Captain Downer has been killed by falling from an aeroplane.

The Italian Cabinet has signed.

Colonel Seely has introduced the Army Estimate in the House of Commons.

The M.C.O. team drew their last game of the tour, against the Western Province.

Mr. Tim Healy says he would rather have no Home Rule Bill than the one as modified.

The Greek Premier points out the impossibility of opposing the Powers on the Epirus question.

Mr. Acland has made an important pronouncement on the question of concessions in China.

Lobby opinion on the Home Rule concessions is that a great advance has been made

Notices

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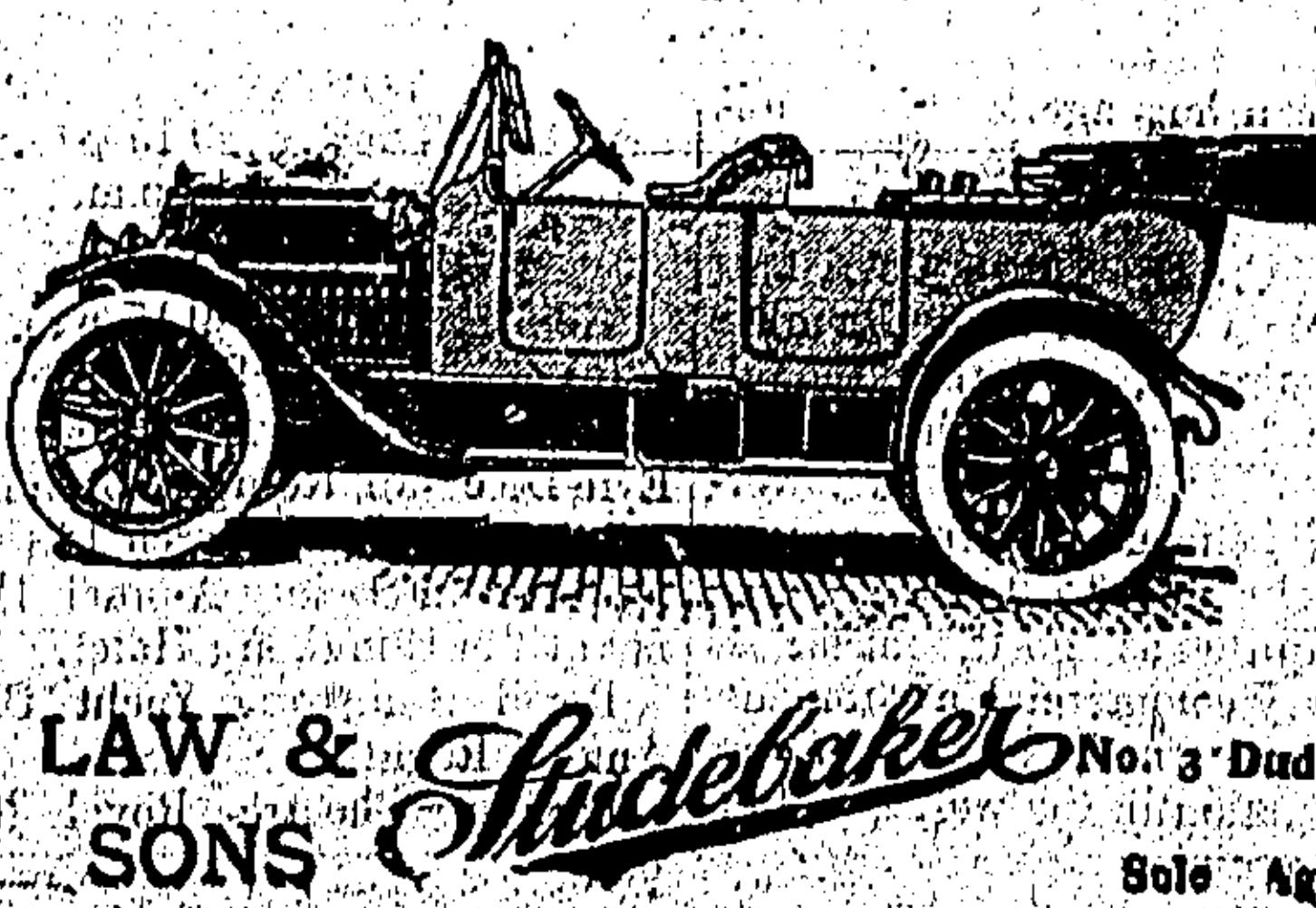
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CONTEMPORARIES.

South China Morning Post.

Cottonopolis.

The financial correspondent of the *N. C. D. News*, discussing the question, says that the transfer of the Hongkong mill plant to Shanghai, he says, possesses cheap power for working the mills, thanks to the growth of the Electricity Department. There is no scarcity of labour needed for this business, and labour is fairly cheap at that. There is a bigger range of markets in which to sell the output of mills. Further, Shanghai is in the midst of a cotton cultivating country, and the raw material is more easily got than at any port or place in China. This is all true but it should also be said that there militates against the Hongkong mill in the China market the import duty upon its produce as well as the prospect of an increase in the duty in the not remote future. The Shanghai mills have no bandos of this kind to contend with and are therefore able, if they so will, to oust the Hongkong product from the market. The future of the industry, in so far as Shanghai mills and those in the interior are concerned, is of bright promise. Long may the industry continue to prosper.

Daily Price.

Electricity in Hongkong.

It seems reasonable to suppose that industry would be stimulated in Hongkong if power were available at a cheaper rate. We do not advocate in a place like Hongkong the municipalisation of electricity in the same way that water is municipalised. To be quite frank, the experience of the Colony is not such as to lead us to suppose that any good would result if the Government took over this "monopoly" as well as the Opium Farm. It would probably be a ministered by the Public Works Department, which seems to find its present obligations more than sufficient. But we do think that in this matter the Legislative Council has a full right to insist that the Colony is being treated properly, and our contributor has made out a good case for a Government enquiry into the whole subject. It is hinted that life would be much easier for us in the tropics if we could turn on the supply of electricity in much the same careless way that water is now used.

China Mail.

We were somewhat surprised to read three days ago an appeal from a large number of the business guilds in Canton direct to the President urging him to concur with current opinion, and to make gambling once more legal. It is true that many of those who appealed were sane enough to admit that evils would follow, and if the thing were done, it must be done with this fact clearly recognised. On the other hand, there was an unanimous opinion that there was no other way out of the difficulty for money must be secured, and it could not be found in any other way with so little friction. Of course, the great hope is that so much money would flow into the local coffers that it would be possible to redeem the miserable paper money with which the market is now flooded, and it was thought that any risk was worth taking, in order to stave off the calamity of local bankruptcy. It was stated by more than one writer that things are at present much gambling goes on, and worse than this, many of the richer people go off to Macao to gratify their natural love of gambling, the Portuguese Colony reaping the reward whilst after all those who indulge in the habit are not freed by the present laws from evils incident to the vice.

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GENERAL NEWS.

Only Male Survivor.

Newly-narrated Grimesby from Fuglo, in the Faroe Islands, of a fishing disaster which resulted in the death of twenty-six of the twenty-seven men on the island. The only man left on the island is too old for work, and he alone is left to protect the wives and families of the drowned men.

Natal's Sugar Industry.

From the small beginning of ten tons of sugar produced sixty years ago, Natal to-day can boast of an industry whose capital reaches four millions sterling, which employs 600 Europeans, 8,000 Indians, and 4,000 natives, whose combined wages reach an amount of some £200,000. The estimated yield this season is 95,000 tons.

Glass Roof for Motor-Bus.

An innovation in motor-bus design has been adopted in Boston, where a recent model, replete with new features, has a roof of wired glass, flooding the interior with light. The bus has a capacity of 22 passengers and all seats are built transversely. Opposite each row of seats is a window which is detachable, and when not in use, is stored in a special cabinet beneath the chassis frame. Extra tyres also are carried in a cabinet instead of on the frame.

CHINA A PREY TO BRIGANDS.

City Wiped out by White Wolf.

Kiukiang, March 2.

A messenger who has come from Taihu reports that the White Wolf's army has entered Hsien, a city 100 li from the Taihu in Anhui, and has practically destroyed the city, raping, robbing and slaughtering promiscuously.

Threearmies from Kiangsu, Anhui, and Kiangsi are reported to be gathering at Taihu to resist the brigands.

There is also a rumour here that a most dangerous confederate named Yellow Wolf is coming from Kuangtung to join the White Wolf.—Reuter.

Market Towns Sacked.

Yangchow, March 3.

Last week towards the end of the week two market towns near Yangchow, Huangkochiao and Yankimiao were robbed by armed bands of robbers. There were earlier robberies at Hwaisichiao and just outside the south gate of the city. It is reported that more than 100 men took part in the other three robberies mentioned above. Seven men are under arrest on the charge of having taken part in the robbery of Hwaisichiao. Orders have been received from Ningking to execute four of these men.

Robber Bands in Honan.

Sciochow, Honan, Feb. 21.

Many peculiar names are given in a return issued by the L.C.C. of the licences of public-houses which are in the course of extinction. The "Freerader" is to disappear from Woolwich and the "Cobden Tavern" from Kensington. The "Comical Fellows" are quieted at Camberwell. The "Hampshire Hog" is closed in the West End, and the "True Friends" cannot be met with any more in Whitechapel. "Fubb's Yacht" leaves Greenwich.

Wireless in India.

The erection of wireless stations in Madras, Secunderabad, Peshawar, and Quetta is proceeding apace. This scheme is entirely distinct from that which is now being carried out to connect different parts of the Empire. It forms part of the Indian scheme to link up various provincial capitals and commercial centres, especially seaports, in India, and Burmah, Lahore, Nagpur, Karachi, and Bombay (Bitter Island) have already been provided with such stations, each with a range of some 600 miles, and the last two are now available for communication with ships at sea. All the leading steamship lines plying to Indian, Burmese and Ceylon ports have fitted their passenger steamers with wireless apparatus.

An Interesting Industry.

At the village of Thorhampton, near Hunstanton, Norfolk, a very interesting trade is practised. About fifteen years ago an artist taught two of the villagers to make artistic wrought-iron gates and railings, entirely by hand, from his own design. So well did these take on that the staff had to be increased and the forges enlarged and more difficult work was tackled, says the British Workman. Now they turn out magnificent gates, railings, grilles, fire-dogs, fenders, screens, &c. Queen Alexandra takes a great interest in the Thorhampton iron-workers, and only a few months ago visited them, accompanied by her sister, the Dowager Empress of Russia, and watched them at work on the gates and railings for Sandringham.

Railways Electrified in Chicago.

In default of main line electrification, which is still a problem of the future to far as this country is concerned, our leading railway companies might do worse than follow the precedent of Chicago in regard to their termini in all the large cities and towns. According to report, Chicago is adopting a railway reform of huge proportions, says Electricity, the forty railway systems entering this city having joined forces in planning for co-operative electrification of both passenger and goods services in the city and its suburbs. Under the proposed scheme no steam locomotive will approach within ten miles of the city.

The Modern Business Man.

continually has to concentrate his whole mental strength in grappling with difficult problems. How unpleasant, and even disastrous it is, when, on account of headache, rheumatism, chills, etc., the brain refuses to work.

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Windsor Lodge, Kimberley Road, Kowloon, 6 rooms and Tennis Court.

No. 3, Minden Villas, from 1st April next.

Apply to— HUMPHREYS ESTATE & FINANCIAL CO., LTD. Alexandra Buildings.

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No. 24, Bollicios Terrace, from 1st April 1914.

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No. 12 Beaconsfield Arcade, Shop.

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Hongkong, 13th Jan., 1914. [1139]

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system of indexing criminals by means of finger prints and the physical measurements, and his methods have influenced the police of the whole world. Our own system of anthropometrical measurements differs from that of Bertillon, and is an improvement on it, but the credit for suggesting the system used by Scotland Yard undoubtedly belongs to him.—Globe.

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By Order,
"HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, MARCH 11, 1914.

THE IRISH TANGLE.

The long-awaited utterance by the Prime Minister, outlining the character and extent of the concessions which the Government prepared to make on the Home Rule question, has been duly delivered. It has been flashed over the wires to all parts of the Empire, and to-day Britons everywhere are acquainted with its main features. The occasion was a historical one, and it may be said that the speech, both in matter and in tone, was worthy of it. Mr. Asquith never shows better than when making a deliberate and considered oration on a burning issue. His speech of Monday, which was fully covered in our telegraphic news columns yesterday, again makes that point quite clear. It was a masterly utterance, the more so when consideration is given to the extremely difficult position in which he was placed. He was faced with the task of endeavouring to bring bitter foes together in concord and harmony. He may not have succeeded—in fact, he himself confessed that he did not expect that his proposals would be received with enthusiasm in any quarter—but, none the less, his declaration was tactful, to the point, and couched in language which could give not the least offence to any section of his hearers.

Time was, and not long since either, when Mr. Asquith pooh-poohed the Ulster movement. On Monday he was in a very different frame of mind. He spoke of the question of Ulster as "by far the most serious of the difficulties." Hitherto, according to the Ministerialists, there has been no real problem to face—no need for a "settlement," nothing until in the Home Rule Bill. To-day the story is changed. Mr. Asquith speaks of "difficulties not imaginary but substantial, and, indeed, inherent in the conditions of an unexampled situation." At last he and his party have come to see the dangers of the situation in all their grim possibilities. Looking for a moment at the concessions foreshadowed, we think it will be generally agreed that up to point they are fair, if not indeed generous. Whether they would work well in actual practice is quite another matter. The principle of exclusion is conceded, but, obviously with a view to placating whatever Home Rule sentiment there is in Ulster, only those counties which, on a poll, favour freedom from the Dublin Parliament are to be excluded—and that, apparently, only for a period of six years. Frankly, looking at the question from a practical standpoint, we do not see how the proposed remedies can give any deep satisfaction when it comes to actual administrative requirements. There is something inherently wrong and illogical about a system whereby one county may recognise a central authority while its next door neighbour declines to do so. That is what would likely be the upshot of the Liberal plan. The whole scheme seems contrary to the underlying principles of sound government.

While all who are concerned to avoid the great domestic peril which threatens the United Kingdom will continue to hope that a way out of the difficulty may be found, one cannot help feeling that the whole problem might never have presented itself if the Government had not struck a bargain in order to remain in office. As things are, the Government finds itself in an absolute quandary. If Home Rule is pushed through, Ulster will be up in arms. If it is abandoned, the rest of Ireland, brought so near to the fulfilment of its dreams, will be uncontrollable. That is the situation, and that is why Mr. Asquith thinks seriously of the outlook now. It is no time for sneering, as the Liberals were recently wont to do. For self-preservation's sake the Government has entered into a compact. But that very compact looks like being its own undoing.

Living Matters Up.

If the Sanitary Board is not awakened from its lengthy period of somnolence, it will be no fault of Mr. Bowley's. He, at least, is a very lively and active member of that drowsy body. Yesterday he was on the war-path again and in his plea for the destruction of the city's refuse he was pithy and to the point in his remarks. His description of the accumulations of "stink-sweepings, peppered with dead cats, bad onions and pomelo skins," which are to be found on the bathing beaches, as "the unrecorded exports of one of the greatest shipping ports in the world," was very apt and well put. And all the way through his speech he hit out straight from the shoulder, and told the Board what he thought of the activities of the Department generally. A little of this kind of talk is very necessary in Hongkong.

The Remedy.

Mr. Bowley's remedy for the present deplorable state of affairs is the acquisition by the Government of a refuse destructor. And it would appear to be a remedy which has everything to recommend it. Not only on the bathing beaches does the city's refuse accumulate; it can be seen floating about the harbour almost any day. Fifteen years ago it was recommended that such an apparatus be erected and it could then have been done at a cost of \$58,000. For the advantages which would accrue, the sum does not seem unreasonable, and we think it would have been a wise expense to have incurred. Especially so, when it is borne in mind that the apparatus would be productive in the way of supplying power which could surely be used for some purpose, while the residue of the refuse itself could be utilised also. It is to be hoped that eventually the Government will give serious consideration to the suggestion.

Mr. Bowley's Questions.

The replies given to Mr. Bowley's series of questions, at yesterday's meeting of the Board, remind one of the platform method of the late Mr. Shires Will, K.C., M.P. That wily gentleman used to ask all questions read at one time; then he replied yes or no to numbers one to ten or twelve; and, by the time he was half-way through, his audience was well begogged. The President of the Sanitary Board did not follow quite the same method, but at least, his replies were far from illuminating. Eight of the eleven questions, indeed, are still unanswered. But the matter of sanitation, now that it has been raised in this fashion, cannot be permitted to remain in this unsatisfactory fashion.

The Storm-water Drains.

The Telegraph is naturally, especially interested in the questions regarding the flushing of the storm-water drain during the dry season, for this is a point at which we have hammered, from time to time, for the better part of two years. There is no excuse for neglecting to flush these drains in as much as the need for it has long been recognised. Given that plenty of water is driven through the drains, and plague is not nearly so severe as in the case when the drains are not well flushed. That is the matter in a nutshell. We await the coming answers with interest, and, whatever the tenor of them may be we trust that the question will not again be allowed to drop.

Feathers for Men.

Long feathers and chamois beards are the latest adornments for men's felt hats—if one may judge from the windows along the Strand. At the establishment of Messrs. Down an inquirer was shown a gorgeous tuft of white feathers, quite half a foot in length, backed by a smaller tuft with an eagle's claw. Blue jay's feathers arranged fanwise are another popular creation. But for those whose tastes do not incline towards the ornithological the striking adornment of the beard of a chamois is available at a modest figure. The beard is quite nice to look upon—when the wearer has got sufficiently used to it.

DAY BY DAY.

THIS IS THE NEW WORLD
GOSPEL—BE YE MEN.—
O. W. Holmes.

The Weather.

Lower levels 8 a.m. Temp 70,
dull.
At the Peak 8 a.m. Temp 61,
heavy fog.

The Mail.

Siberian Mail.—Due per s.s.
Foothow to-day.
Australian Mail Left per s.s.
Kumano Maru at noon to-day.

Gone Into Dock.

The s.s. Empress of Russia
went in to Kowloon Dock for
extensive overhaul to-day.

To the Yarmouth.

Engineer Lieutenant P. H.
Meynell has been appointed to
H.M.S. Yarmouth.

Left for Home.

Among the passengers who left
for Home by the Hikino Maru
to-day were Mrs. Donnelly, Mrs.
B. A. Hale and Mr. G. R.
Edwards.

To Consignees.

Consignee of cargo by the s.s.
Prinz Eitel Friedrich are reminded
that goods undelivered after
tomorrow will be subject to
rent.

A Student's Loss.

A Chinese student living at
39, Pottinger Street, has reported
to the police that between the
27th ult. and the 9th inst. some
person stole from his room cloth-
ing valued \$62.

Royal George Hotel.

The band of the 8th Rajputs
is to play at the Royal George
Hotel, Kowloon, on Thursday,
from 8 to 11 p.m. A special dinner
menu will be provided for the
occasion and will include the
Indian curries for which the hotel
is noted.

Injured While Escaping.

There has been sent to the
Government Civil Hospital a man
named Leung Kwong, suffering
from injuries received by jumping
from the first floor of 31,
Suter Street whilst police and
revenue officers were executing
an opium warrant.

Sir Kai Ho-kai.

The Chinese General Chamber
of Commerce are arranging to
give a tea party in honour of
Sir Kai Ho-kai, as a recognition
of his services to the Legislative
Council to the Chinese community.
It is also intended to take
the opportunity to make a presentation
to the late Council member.

Woman Robbed.

A Chinese married woman, of
59, Wellington Street, has informed
the police that at 11.15 a.m. yesterday,
whilst travelling on a Star Ferry boat between
Kowloon and Hongkong, some person
cut her inside jacket pocket and stole 31 pieces of
jewellery valued \$675, as well as
\$20 in money.

Ferry Mishap.

Yesterday afternoon one of the
Star Ferry boats, the Evening
Star, while crossing from Hong-
kong to Kowloon, broke down
and had to call for aid. In re-
sponse to her whistles, the Morning
Star came alongside her and the
passengers were transferred and landed safely in Kowloon.
The Evening Star was able
eventually to make the crossing
very slowly.

Latest Advertisements.

The band of the 8th Rajputs
is to play at the Royal George
Hotel on the 12th inst.—Page 5.

Mr. G. P. Lammert is selling a
consignment of boots and shoes
on the 14th inst.—Page 5.

Mr. G. P. Lammert is selling a
consignment of boots and shoes
on the 14th inst.—Page 5.

The members of the R.H.K.
Yacht Club will be "At Home"
on Saturday.—Page 5.

The Old Excuse.

An Indian watchman was to-day
charged before Mr. J. B. Wood,
at the Police Court, with bringing
ashore from s.s. Kwangtung two
bottles of gin and thereby at-
tempting to evade payment of
duty. He said he had only been
in the Colony for a month and
did not know the law. A fine of
\$20, or one month, was inflicted.

BUX-PERKINS

FIGHT OFF

REMARKABLE UPSET IN THE
THE BOXING PROGRAMME.

We have been informed by
Mr. F. E. Hall, the boxing pro-
moter, that the contest advertised
to take place on Saturday
between Iron Bar and Stoker
Perkins will not take place
owing to Perkins' refusal to
fulfil his articles. We have
seen a letter from Perkins
to the promoter in which
there is no apparently valid reason
given for such a drastic step as
refusing to fight. James will
substitute Perkins and Richards
will fight Terry Lynch.

CANTON NOTE PROBLEM.

No Help from Peking.

Yesterday afternoon the mem-
bers of the Hongkong Chinese
General Chamber of Commerce
gave a tea party and reception
in honour of Mr. Wong Siu-sung,
who has been detailed by the
Chinese Government to examine
into the financial conditions in
Canton and the Kwangtung
Province generally. Following
the reception a meeting was held,
when an address was delivered
by Mr. Wong. The Hon. Mr. Lau
Chu-pak presided.

The object of Mr. Wong's visit
was explained by the Chairman,
who introduced him to those
present.

In the course of his remarks,
Mr. Wong stated that he had
been delegated to look into the
finances of various provinces,
and he had already been through
Manchuria and Shantung and had
also visited Shanghai in connection
with financial matters.

"That in the opinion of this
Board steps should be taken to
collect and burn in situ the debris
which has been deposited by the
action of wind and tide on the
beaches of the Colony, surround-
ing the area of Cow-ee-Chow
where the refuse of the urban
districts is dumped into the sea
from the Sanitary barges."

In doing so he said that Hong-
kong was not an entirely desirable
place to live in during the summer,
but it had its compensations, one
of the most popular of which was
sea bathing. What could be more
desirable after a hard day's work
in the office, than to steam or sail away to the
nearest sandy beach and dive
overboard and swim through
clear water to sandy beaches?
Children could make castles of
the sand and older people could
explore the shore for shells etc. or
explore the neighbouring hills.
One could then return to the
lunch and enjoy a beautiful tea
or other refreshment and ride
home in the gloaming, having
spent a pleasant two or three
hours. Such were the possibili-
ties of enjoyment in the good old
times before the Sanitary
Board was invented. Now, if
bathers set out for Green Island,
the beaches of Lamma, Pok-
fulum, Lantao and Silver Mines
beach, they had very likely to
pass through a mass of floating
debris and, assuming they found
a high water mark, a rotten mass
of stable sweepings, peppered
with dead cats, rotten onions and
pomelo skins, the unrec-

corded exports of one of the
great shipping ports of the world.
Sea bathing had been the subject
of much discussion. The Colonial
Secretary had been advising
the school children to learn
to swim, and sea scouts
had been formed and the
shores had been explored in
many places to find that the Sanitary
Board had been there before them.
At one time the refuse was dumped at Kennedy
Town and then taken from there by
junk to Gin Drinker's Bay
where it was deposited at high
water mark and burned. This
proceeding was followed until it
was found that when there was no
wind the dust boats did not reach
Gin Drinker's Bay and that they
emptied themselves in some
mysterious manner, and that
everything that floated deposited
itself in the harbour. In order to
remedy this it was decided that
if the refuse were dumped on
Cow-ee-Chow it would not come
back into the waters of the colony
and then the steam launches
and steam barges were tried to
take refuse out to the spot and
dump it in the sea, and the
department, hiding its head like
an ostrich, failed to see the foul-
ing of the foreshores of the colony.
Mr. Bowley referred to a sug-
gestion once made for the erection
of a destructor at Kennedy Town,
at a cost of \$58,000, which would
not only have destroyed the refuse
but would have been productive.
The heat could be used to gen-
erate electricity or to pump water
to the Peak and the
residuum could be used
for filling in swampy ground and
places which breed mosquitoes
and other pests. In fact they
would have been able to supply
current at the rate of two cents
per unit which was the same as
in Shanghai. The second method
that they could adopt would
be to bury or burn the refuse in
situ. All that was required
was a couple of Sanitary Board
coolies, one armed with a broom
and a box of matches, and the
other with a spade. The broom

Thick Fog.

The s.s. Den of Airlie, which
arrived in port from Shanghai
yesterday, reports very thick fog
all the way. She left Shanghai
on the 8th inst.

The Nore's Cargo.

Among the cargo shipped by
the P. and O. steamer Nore from
Hongkong on the 4th inst. were
65 bales of waste silk for Man-
chester; 182 half-hessies of tea;
771 rolls of mats; 20 bales of leaf
tobacco and 420 bales of canes for
London; 40 cases of essential
oil for Havre; 1,648 sacks of copra;
and 150 bales of waste silk for
Marseilles; and 800 slabs
of tin for Port Said.

Lottery Ticket Charge.

Before Mr. J. B. Wood, at the
Police Court to-day, two Chinese
from 97, Queen's Road East were
charged with printing lottery
tickets. A Chinese constable said
he found chops, presses and
printed tickets on the premises.
The case was remanded in order
that Inspector Mo Hardy might
obtain the advice of Mr. T. H.
King, Deputy Superintendent of
Police, on the charge, which
the defendants denied.

SANITARY BOARD.

Resolution to Burn the Foreshore
Refuse.

The usual fortnightly meeting
of the Sanitary Board was held
yesterday afternoon when Mr. D.
W. Tratman presided. There
were also present the Hon. Mr.
A. F. Churchill, acting director
of Public Works, Col. Irwin,
Dr. Fitzwilliams, Mr

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, EDNESDAY, MARCH 11, 1914.

INTERNATIONAL INTRIGUES IN CHINESE RAILWAYS.

Belgium, French, and Russian Railway Policies in China.

[The article which follows is taken from the *Far Eastern Review*. It will be read with interest not only for the worth of information it contains but also as an example of enterprising journalism. Our readers cannot fail to appreciate the immense amount of labour and research which must have been entailed in the collection of the facts here given. In previous issues the growth of Russia's railway policy, with the aid of France and Belgium has been discussed. The creation of the Chinese Central Railway, Ltd., is now being considered.]

The British and Chinese Corporation thus shared their interest in two live and valuable concessions in exchange for the elimination of the claim of the other syndicate to a line terminating within its sphere of activity. Competition with its main business was, however, thereby defeated, and the official Corporation was ostensibly left in command of the railway situation north of the Yangtze.

The British objective, as already stated, was to secure an extension of the Pakow-Sinyang line to Chengtu, in Szechuan, and the continued efforts of the Legation and the Company were concentrated in persuading the Chinese to cede the right. At the same time a group of French and Belgian capitalists, headed by the Banque de l'Indo-Chine, were also deeply interested in securing the concession for a line from the Hankow-Sinyang district westwards to Chengtu, and were bringing political pressure to bear on the Chinese Government for this purpose.

Two American syndicates had previously entered the field for the same concession and the then American Minister (Mr. Conger) at Peking approached the Chinese Government on their behalf as soon as it became known that a French combination was active. The Waiwupu in its perplexity between the claims of the various syndicates compromised by promising the American Minister in writing that if foreign capital became necessary for the construction of the line, preference would be given to Americans and British, who were the first applicants.

Dangerous competition thus entered the field to wrest from the British Corporation the right for this exceptionally valuable commercial and essential British political line, and to avoid any possible interference with its commercial plans, and apparently disregardful of national considerations, the British Corporation entered into an agreement with the group of French capitalists and absorbed them by surrendering a large share of the

national rights in the Pakow-Sinyang line which were entrusted to their charge for safeguarding.

The 1905 Agreement and Monopoly.

As this agreement has materially modified the position of Great Britain in the Yangtze Valley a brief synopsis of its principal clauses should prove illuminating. It was signed between Carl Meyer, of London, on behalf of a British Group consisting of the British and Chinese Corporation Limited, the Peking Syndicate Limited, and the Yangtze Valley Company; and by Stanislas Simon, representing a body of French capitalists, consisting of the Banque de l'Indo-Chine, the Comptoir National de l'Escompte de Paris, the Societe Generale, the Regie Generale des Chemins de Fer, and Messieurs N. J. and S. Bardac, and by the Chinese Central Railway, Ltd., is now being considered.]

The object of the agreement was to form a new combination for the monopoly of railway construction in the Yangtze Valley, especially as concerned

shares shall have been returned and thereon the deferred shares are to be entitled to have divided amongst them one-half of any surplus assets. Voting power, one vote for every ordinary share, and 100 votes for each deferred share.

The Peking Syndicate, Limited, was registered on March 17, 1897, for the purpose of obtaining and developing concessions for mining, railway, and other undertakings in China. In May, 1898, the syndicate acquired the sole right for sixty years to open and work coal and iron mines and petroleum deposits throughout certain specified districts in the province of Shansi, China, covering an area of approximately 20,000 square miles, and shortly afterwards a contract on similar terms was signed covering all that part of the province of Honan which lies to the north of the Yellow River. Certain railway rights were given under the concessions. The Chinese government is to receive a royalty of 5 per cent. on the prime cost of all minerals extracted; and of the net profits, after providing for 6 per cent. interest on capital employed, and setting aside 10 per cent. of the profits as a sinking fund the Chinese government is to receive 25 per cent.

The Yangtze Valley Co., Ltd., was registered on December 28, 1900, in amalgamation of the Yangtze Valley Syndicate, Ltd., registered on May 27, 1899 and the Upper Yangtze Syndicate, Ltd., registered on June 27, 1899, to deal with properties and concessions in China. The authorized capital is £500,000, £200,000 being in priority shares of £1, £199,755 in ordinary shares of £1, and £225 in deferred shares of £1. The priority shares are entitled to receive out of the first profits of the company dividends amounting in all to 100 per cent., and when such dividend shall have been paid all distinction between the priority and ordinary shares is to cease, and the net profits are then to be divided—50 per cent. amongst the ordinary shares, 40 per cent. amongst the deferred shares, and 10 per cent. amongst the directors. Only seven of the ordinary shares have been issued; of the priority capital £96,450 has been subscribed and paid up, and all the deferred shares have been fully paid. The company holds 26,800 fully paid shares of £1 in the Electric Traction Company of Hongkong, Limited; 1,710 fully-paid shares of £1 in the Association General, Limited (the pioneer of the Singapore Electric Tramways, Ltd.); 2,500 ordinary shares of £1 (8s. paid), and 90 fully-paid deferred shares of £1 in the Chinese Central Railways, Limited. The Peking Syndicate, whose only asset was an indefinite claim for a line from the mines to deep water at Pakow, received only 40 per cent. of the shares of the company.

The exact proportion of the shares of the Peking Syndicate, Ltd., held in France and Belgium, can only be ascertained correctly by reference to the books of the syndicate itself, but it is generally accepted that the French hold a fourth interest in the Province of Yunnan concession, held by the Syndicat du Yunnan, Limited; 5,000 ordinary shares of £1 (8s. paid), and 750 deferred shares of £1 fully paid in the Nippon Syndicate, Limited and 2,000 ordinary shares of £1 (8s. paid), and 250 deferred shares of £1s. (fully paid) in the British and Japanese Finance Corporation, Limited.

The Chinese Central Railway Company, Limited was registered on January 7, 1904. The authorized capital is £101,000 in shares of £1, £100,000 being in ordinary shares and £1,000 in deferred share, and the whole amount has been subscribed, and £1,000 paid up, the ordinary shares having been called, and the deferred shares being fully paid. The deferred shares are entitled to receive half the profits of each year (which the directors may determine to divide) after the holders of the ordinary shares for the time being issued shall have received in dividends a sum equal to the amount paid up thereon, and upon any return of capital in a winding-up or otherwise the deferred shares are to be entitled to participate pari passu with the ordinary shares for the time being issued until the full amounts of the capital paid up on both classes of the British and Japanese Finance Corporation, Limited

Pakow-Sinyang and Sinyang-Chengtu railways. The essential feature of the agreement was to combine for the purpose of opposing and defeating all competition with the new Company in their plans for the construction of Chinese railways.

In the distribution of the 100,000 shares of the new Company, the French were to allot 7,500 shares out of their 50,000 to a Belgian Group, or the Compagnie Internationale d'Orient, and the Belgian Group were in turn to transfer 2,500 of these shares to the British Yangtze Company, Limited; the British Group were also to allot 5,000 of their shares to the Belgian Group, and a further 7,500 shares to an approved American Group, and, in the event of the Americans not participating, the final allotment of the shares would be 45,000 to the French, 45,000 to the British, and 10,000 to the Belgians.

The object of the agreement as set forth in the document is, in part, as follows, "and whereas the Chinese Central Railways, Limited, is at present entitled to the benefit of two agreements for

shares as the official British institution in the Tientsin-Pakow and the Pakow-Sinyang Railways, is no longer a British Company except in name only, and proves irrefutably that the great British Government is being utilized as the cat's-paw of international finance to force through French and Belgian interests in China.

China Is a False Position.

The change in the status of the Company was kept a profound secret, for no copy of the agreement was ever filed with the Chinese Government, who was most vitally interested, nor was it published. It is difficult to believe, too, that the British Government could consistently recognise or condone the stipulations of the agreement, and preserve "face" with the Chinese, for we find that the official British Corporation deliberately handed over fifty-five per cent. in this purely British undertaking to the very interests to which China had granted the Peking-Hankow concession in 1898, and for which act she was penalised.

China was punished by Britain for granting this concession to Belgium and we know that on the authority of the French Yellow Book 60 per cent. of the Peking-Hankow syndicate shares were owned in France, yet the British official Corporation, after they had been paid the fine wrung from China, complacently divided the spoils with the French and Belgians. Was it a wilful insult to China or a simple betrayal of the national interests entrusted to their care?

In view of the facts concerned with the granting of the Pakow-Sinyang concession to Great Britain it is clear that the British Corporation surrendered the interests they were selected to safeguard, without due regard to the position of the Chinese Government, or the honour of the British Government. Somebody blundered... And by signing the final Singang-Pakow loan agreement in November last with the Chinese Central Railway, Limited, the Chinese Government has again been placed in a false position with respect to the British Government for it has unwittingly been led into a similar position to that in which it found itself in 1898. China becomes a party to another "breach of faith" by signing a contract for a purely British concession with a company whose financial control is vested in the French and Belgians.

French and Belgian Control of a British Company.

In the amalgamation of the Peking Syndicate with the British and Chinese Corporation for their railway rights north of the Yangtze River, the official organization contributed as its assets two bona fide acknowledged railway concessions (the Tientsin-Pakow and the Sinyang-Pakow lines) and naturally secured the controlling interest of 60 per cent. of the stock of the original Chinese Central Railways, Ltd. The Peking Syndicate, whose only asset was an indefinite claim for a line from the mines to deep water at Pakow, received only 40 per cent. of the shares of the company.

The British Government Compromised.

The essential feature of the agreement entered into between the British and French groups in 1905, was to do all in their power to oppose and defeat all competition with the Company's main business. The Company's main business was the financing and construction of railways in China under the departmental system which provided for the purchasing of material through the banks acting as Purchasing Agents and receiving a commission of five per cent. for their services.

It is this feature which places the British Government in the most compromising position with its own independent financiers and manufacturers, for the Government, by supporting the Syndicate, participates as to about 20 per cent. in the Chinese Railways, Ltd., which is their proportion of the shares allotted under the 1905 Agreement.

This document allotts 55 per cent. of the shares to the French and Belgians. If we add to this the proportion of French holdings in the Peking Syndicate, or, say, 60 per cent., and the Syndicate has a 20 per cent. share in the Chinese Central Railways, Ltd., it is quite clear that the actual position of the French and Belgians in this British Official institution would be 65 per cent., or if the Editor of the *Peking Gazette* is sure of his facts, it would be increased to about by 3 per cent.

In other words, the Chinese Central Railways, Limited which poses as the official British institution in the Tientsin-Pakow and the Pakow-Sinyang Railways, is no longer a British Company except in name only, and proves irrefutably that the great British Government is being utilized as the cat's-paw of international finance to force through French and Belgian interests in China.

China Is a False Position.

The change in the status of the Company was kept a profound secret, for no copy of the agreement was ever filed with the Chinese Government, who was most vitally interested, nor was it published. It is difficult to believe, too, that the British Government could consistently recognise or condone the stipulations of the agreement, and preserve "face" with the Chinese, for we find that the official British Corporation deliberately handed over fifty-five per cent. in this purely British undertaking to the very interests to which China had granted the Peking-Hankow concession in 1898, and for which act she was penalised.

Rightly or wrongly the British Government has been made a party to this agreement by its continued support to the Company, thereby creating a precedent contrary to all ideas of a free government.

Why Independent Firms Could not do Business.

The situation arising out of this monopoly bears an important relation to the organization of independent British engineers to advance their interests in China. In the issue of *The Far Eastern Review* for August, 1911, was published a comprehensive review of the question of supplying Chinese railways with materials, and for special reasons, the article was written on behalf of the British Government, although the main argument was equally in support of the independent British manufacturers, although the main argument was

equally in support of the independent British manufacturers. It was entitled, "The Violation of the Open Door by China, or the reasons why American Manufacturers of Railway Materials could not secure Fair Play in the Awarding of Tenders under the present system of Railway Construction."

Although the 1905 Agreement was in our possession at that time, and we were fully cognizant of all the situations which had arisen as a consequence of the monopoly, we refrained from publishing or quoting it, fearing that the British Government was not officially aware of its existence.

We recognized at that time that the independent British manufacturers and their agents in China could never hope to secure free scope to obtain business under a system which delegated to a commercial concern the sole purchasing rights for the materials to be used in construction of the railways.

In all of the British railway loan agreements with the official group, the departmental system of construction has been rigorously enforced, and the purchasing rights have always been delegated by the Corporation to the commercial firm of Jardine, Matheson & Co., one of its component parts.

As this firm is also the active selling agent for certain British manufacturers of railway material, rightly or wrongly the idea has been created in the minds of their competitors, that they favoured the manufacturers whom they represented.

There are many instances where this is not true, and where the independent firms have secured large orders in direct competition with the firm. It is only fair to state that the position of Jardine, Matheson & Company in this matter is an extremely delicate one, and they are able fully to justify their position. For although this firm acts as Purchasing Agents for the railways under construction, the actual awarding of the tenders has been made by the Managing Director of the lines, and the firm, thus relieved of the responsibility of being the actual purchaser, has at times openly competed for tenders, which were subsequently turned over to them for execution. There may be many fair and reasonable arguments adduced to "justify" a firm acting as the official purchasing agents for railways secured by the British Government to advance the national interests, in submitting tenders in competition with other firms, but a careful examination of all the points involved, indicates that the attitude is ethically incorrect. By permitting themselves to be placed in this false position, the official British Purchasing Agents have incurred the open hostility and criticism of the independent British manufacturers and their agents, who have failed to secure business in China. Several protests have been made by the British Legation against the operation of this system, but no steps were made to rectify the unfortunate situation until recently when the British Government was compelled by the danger of losing the important railway contract secured by the independent firm of Pauling and Company, and by the "Belgian" successors, to recognize that a change of policy was absolutely compulsory.

Under the terms of the 1905 Agreement, with its essential feature to oppose and defeat all competition with the company's main business, the British Government unfortunately becomes a party to this method of conducting business, and is open to the severest criticism from the British engineers and manufacturers for the maintenance of an unjust and unholly monopoly. The failure of the independent British engineering firms to secure a fair share of the railway business in China, led to the organization of the British Engineers' Association. The organizers ascribed the failure of British engineers in China to the operation of American and German diplomacy and their commercial methods, being ignorant of the 1905 Agreement by which their rights had been transferred to France and Belgium, and under which their Government was a party to barring them from the field.

Eastern Engineering in its ignorance of the fundamental facts underlying the situation, rather narrow-mindedly ascribed the failure of British engineers to the machinations of the *Far Eastern Review* and bitterly condemned us as being anti-British for our open comments on the very facts which gave justification for the formation of the Association. The paper has since carried on a systematic campaign among the engineering firms of Great Britain to undermine our position and destroy our usefulness, but if those firms will pause to realize how the Pauling contract, with its great possibilities in the way of sale of railway materials, got to England, and how the policy of the British Government was changed, which facts *Eastern Engineering*

ought to make known,—their eyes will be opened to a true conception of the situation.

With the publication in fall in this issue of the 1905 Agreement, the independent engineers can now appreciate the full force of the reasons why they could not secure fair play in the construction of Chinese railways and in the supply of materials, and they will now fully understand the inner reasons which compelled them to organize in order to compete.

If the independent British engineers and contractors have a legitimate grievance, what can be said of the position of the Chinese Government, compelled as it was to submit to and accept the ironclad conditions of the extravagant departmental system of construction forced on it by the Banks and the foreign Governments, in order to maintain a monopoly, the chief of which is the side profit to the Banks in the shape of the purchasing commission?

The services of the best purchasing agents in Europe or America could be secured on the payment of two per cent. commission. In the division of the five per cent. among the four groups in the Hukung Railway Loan, one per cent. is set aside to defray the actual cost of conducting the purchasing by the two Agents, while the remaining four per cent. is divided equally between them!

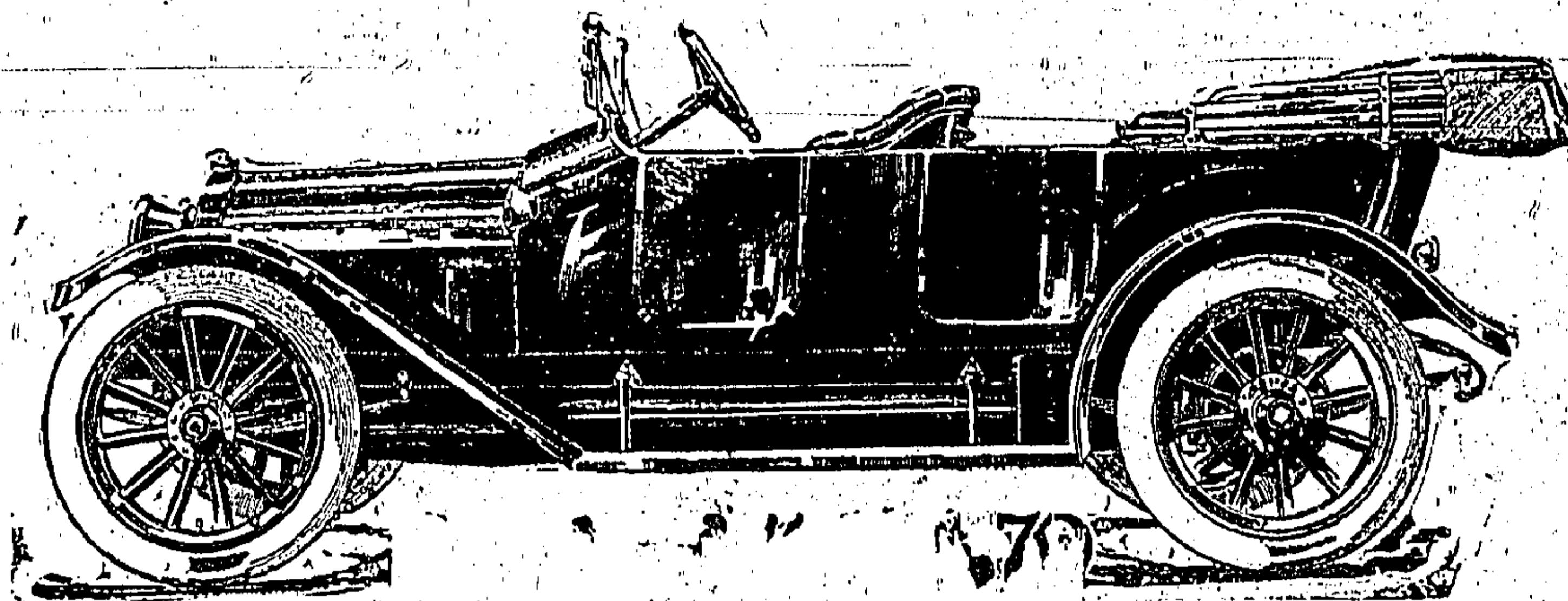
Excessive Cost of Railway Construction.

It is no exaggeration to state that the cost of constructing railways in China under the cumbersome departmental system, has been 25 to 33 per cent. higher than the cost would have been if the construction had been entrusted to experienced and reputable railway contracting concerns. But the construction of railways in China under contract, with experienced builders, would terminate the rich and profitable departmental system, with its tidy five per cent. purchasing commission for the commercial end of the official organizations and thus interfere in its main business. So to preserve the Chinese Government from ever realizing the truth by the administration of contractors to the field, the entire power and influence of the official groups has been brought to bear in opposition to their entrance.

When the British and Chinese Corporation was first organized in 1893, the leading firm of British railway contractors was admitted as a shareholder and an agreement was reached whereby the firm would construct under contract the Shanghai-Nanking line. The commercial element in the Corporation was, however, able to prevent the construction of the line by contract and carried on the work departmentally. The construction cost of the line was £11,000 per mile. It may be said, however, that the average cost of constructing railways in China under the departmental system is about £5,000 per mile over ordinary country. There are no figures for contract work, except the cost of the Peking Syndicate Railway (the Tao-Ching line) which was constructed under contract by the great British firm of engineers, Messrs Pearson & Sons, and which exists to-day as one of the best built lines in the country. The actual cost of the line was under £7,000 per mile, which included the contractor's profits. This is £2,000 under the average cost of departmental built lines and £4,000 per mile cheaper than the Shanghai-Nanking railway. And for the purpose of Chinese traffic the Tao-Ching line meets the requirements of the country as well as the more expensive line.

To be Continued To-morrow.

GIVEN AWAY.



A 5 PASSENGER, 30 H.P. TOURING CAR
EQUIPPED WITH 32 x 3 $\frac{1}{2}$
PETER UNION TYRES
SIX MONTHS GUARANTEE

EACH HOUR YOU HIRE A MOTOR CAR ENTITLES YOU TO ONE COUPON. THERE ARE 2,000 COUPONS TO BE GIVEN AWAY. WHEN THESE COUPONS HAVE BEEN DISPOSED OF THE HOLDER OF THE LARGEST NUMBER OF COUPONS WILL BE AWARDED THE AFOREMENTIONED MOTOR CAR. THE NAME OF THE WINNER WILL BE PUBLISHED IN THE "HONGKONG TELEGRAPH."

TELEPHONE 482 AND
ORDER YOUR CAR NOW!!

TERMS \$6.00 AND \$8.00
PER HOUR: CASH ONLY

DRAGON CYCLE Co.

DES VOEUX ROAD, CENTRAL.

FOOTBALL.

R.G.A. v. Empress of Russia.

A team drawn from the s.s. Empress of Russia engaged in a match with the R.G.A. at the Military Ground, Happy Valley, on Monday, when the Gunners scored an easy victory by 7 goals to 1. In the first stages play was up and down the field. The military men rushed off at the start and soon scored, but if the seamen rallied and shortly afterwards Alexander, i.e. centre-forward, netted their only goal. From now onwards the Gunners bid matters largely their own way and before the interval they had put on three more goals. In the second moiety the soldiers still kept up aggressive methods and it was only the good work of the backs, Mc Gregor and Patterson, and Chubb in goal, which prevented them from notching more than a trio of further goals. The mariners were out of practice, and taking that fact into consideration, they did very well. Mr. Culloch was easily the best of their forwards, and he did some fine work. Mr. Payne was the referee.

and box of matches could be used for burning such refuse as could be burnt and the spade could be used for the decent interment of dead felines. The neighbouring villagers could be pressed into service and the school children of the neighbourhood could be given a holiday as long as the fire was kept burning.

Once a quarter would be sufficient. Sixteen years ago the colony took possession of the New Territories and extended to them the priceless boon of Pax Britannica. What had been done during those sixteen years? The New Territories were not within the purview of the board; they were outside their jurisdiction but he had not noticed much improvement in the condition of the New Territories during the last sixteen years. Taipo Market remained as unsanitary as very ever it did and—

The President:—Excuse me Mr. Bowley; is this in order?

Mr. Bowley:—What is the objection, sir?

The President:—The motion is in regard to the destruction in situ of certain refuse from the beaches. It is true, they are New Territory beaches but I cannot conceive the New Territories objecting, and I don't see why places outside this jurisdiction should be discussed.

Mr. Bowley replied that if the President held that reference in the Board to the sanitary condition of the New Territories was out of order he must of course bow to his ruling, but he submitted it was the duty of the board to set the New Territories a good example. All they had done was to spread the debris on the beaches. If the system of bonfires on the beaches were inaugurated he hoped that the good example that they would be setting would be copied by the district officers, police and inhabitants of the New Territory.

Dr. Fitzwilliam's seconded and said that he endorsed the remarks of Mr. Bowley about incineration. He had before made remark to the board of his hope that the Government would, at some future time, install a proper incinerator in Hongkong. It would do away with this talk of beaches and fire, with a good deal of expense, and also the trouble of having the city rubbish waiting day after day during typhoons.

The President said that he might inform the Board that a few weeks ago a gentleman called on him with an extensive incinerator scheme and he put forward much the same things as were mentioned by Mr. Bowley; and the idea was that his firm should erect a huge plant and that they should not only destroy the rubbish but that they should pay for having it given to them to destroy. Out of that they were to produce power in large quantities but the great obstacle to the scheme was that the electric light in the Colony and the trams of the colony were in the hands of private companies and he did not suppose that they could be induced to use the current of a rival company. He

Y.M.C.A.

The Annual Report.

The annual report of the European Y.M.C.A. which has come to hand, states inter alia that the past year has been a successful one. There has been general improvement in all departments, more successful activities and an increase in membership.

In former years, many changes have taken place but there has been a total increase in membership of 20.

Jan. 1, Dec. 31.

Total Resident Members	102	122
Total Non-resident Members	33	33

135 155

Thanks to much careful work by the Residence Rooms and Mess Committee a marked advance has been made. All available rooms are now in use as residence rooms giving accommodation for 18 men. The Mess has acquired a much improved equipment and has added greatly to the "home" atmosphere in the Association.

Athletic.—Through the kindness of the Hon. Mr. O. H. Ross a site was chosen for a Recreation Ground at Wan Chai. The tenement houses were laid and the grounds opened by the President of the Association in May.

The Hockey Club has this year a large playing membership and has played a number of matches.

Camps.—The summer holiday camp held its second season at Cheung Chow, and was again a very popular appointment. Unfortunately the marshes were demolished by the typhoon which visited the Island in August after which the camp was discontinued.

The Balance Sheet shows an income of \$15,077.34 and an expenditure of \$15,123 leaving a debit balance of \$55.96 on the year's working.

Subscriptions and donations amounted to \$1,733.00

condition of the footpaths under verandahs and balconies in Queen's Road East in breach of the verandah regulations? if so with what result? if not, will the Head of the Sanitary Department do so now?

(x.) Have any Sanitary Officers called the attention of the Engineer in charge of roads to the insanitary condition of the footpaths in Queen's Road East and other parts of the Wan Chai District which are maintainable by the Government? if so, with what result? if not, will the Head of the Sanitary Department do so now?

(xi.) Have any Sanitary Officers called the attention of the Engineer in charge of roads to the insanitary condition of Cross Street, Wan Chai, where much food is sold, the buyers having to wade through seas of mud in showery weather? if so, with what result? if not, will the Head of the Sanitary Department do so now?

The President replied:—

The first eight questions have been referred to the Colonial Secretary for information.

The answer to the first half of number nine is "Not recently." The reply to the second half is "Yes."

The same applies to numbers ten and eleven.

In reply to Mr. Bowley's question, whether the information in connection with numbers one to eight would be available for the next meeting, the President said that he could not say, though he would endeavour to get it.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The C.P. R.s.s. MONTEAGLE left Kowloon on the 11th inst., at noon and is due to arrive at Moji on the 12th instant, at 7 a.m.

The E. & A.s.s. EASTERN from Sydney etc., left Manila for this port on the 10th instant, at midnight and may be expected to arrive here on about 13th instant, at day-light.

The I.G. M.s.s. PRINZ SIGISMUND left Sydney on the 7th instant, at 11 a.m. and may be expected here on or about 30th instant.

To-day's Advertisements

THE ROYAL MAIL STEAM PACKET COMPANY.

THE Steamship

"DEN OF AIRLIE," from PORTLAND, SEATTLE, VANCOUVER (B.C.) & JAPAN.

The above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

(i.) How many of the Sewer Flushing Tanks mentioned on pages 23 and 24 of Mr. Osborne Chadwick's Preliminary Report on the Sanitary Condition of Hongkong, dated 10th April, 1902, are now in operation? and how many additional flushing tanks are now in operation for the City sewers?

(ii.) In the report above mentioned Mr. Chadwick offered to consider the question of flushing the Storm Water drains further when a complete plan of the drains was before him, a footnote states that the plan was then (in 1902) being prepared: was such plan prepared and submitted to Mr. Chadwick? if not, why not?

If yes, what further recommendations did he submit? and to what extent have such recommendations been carried out?

(iii.) Is the water of the Nullah used for flushing the storm water drains as recommended by Mr. Chadwick? if not, why not?

(iv.) Have all unnecessary storm water drains been filled up as recommended by Mr. Chadwick?

(v.) What means exist of flushing and cleansing the storm water drains of the City in the dry season? and what steps are being taken in this dry season to flush and cleanse such drains?

(vi.) What officer or officers are now in charge of (a) the maintenance and (b) the cleansing of (1) the sewers and (2) the storm water drains of the City? and what staff is employed for these works?

(vii.) When was the covered nullah from at the Wan Chai Market to the last cleared?

(viii.) When were the other storm water drains in the Wan Chai district last cleaned?

(ix.) Have any Sanitary Officers called the attention of the Building Authority to the insanitary

DAIRY FARM NEWS.

FISH.

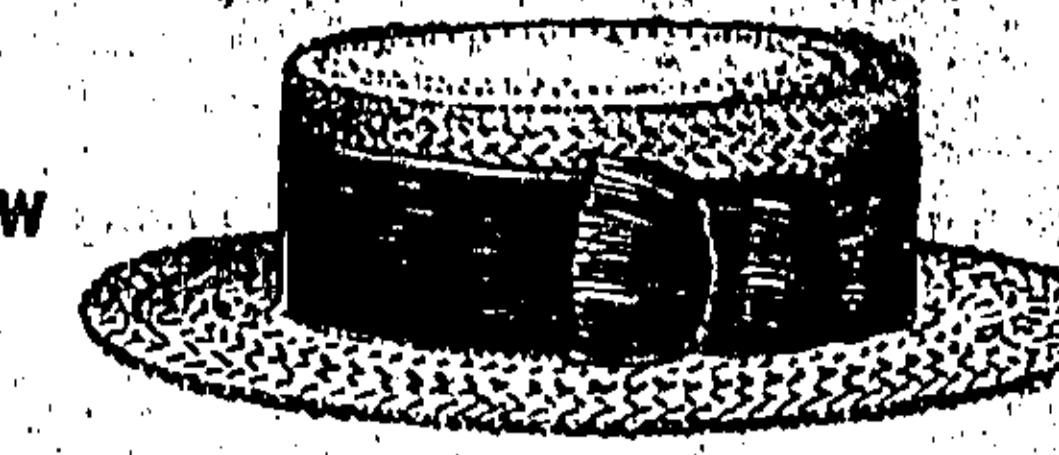
FRESH SIBERIAN SALMON,

SELECTED

KIPPERS,
HADDOCKS,
FILLETS.

HENRY HEATH'S HATS

LATES SHAPES

IN
STRAW
HATS
FELT
HATS

NOW SHOWING

MACKINTOSH

& CO., LTD.

"MEN'S WEAR SPECIALISTS."

16, DES VŒUX ROAD.

WM. POWELL, LTD.

HAVE IN THEIR

TAILORING DEPT.

AN

EXCELLENT SELECTION
OF
NEW MATERIALS,

FOR THE PRESENT AND COMING SEASON.

ALWAYS MODERATE FOR THE BEST.

J. ULLMANN & CO.
JEWELLERS, WATCHMAKER, OPTICIANS.

LARGE SELECTION OF

W.RIST WATCHES

FOR LADIES & GENTLEMEN.

PRICES RIGHT

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN & CO.

CORNER OF FLOWRI
STREET.

KRUSE AND CO.

To-day's Advertisements

G. R.

1914-5

KOWLOON CANTON

RAILWAY.

(Chinese Section)

NOTICE.

The Public is hereby notified that on and from the 16th March, 1914, until further notice, all through single and return fares booked from CANTON will be subject to a surcharge of 20% owing to the depreciation in Canton Local Notes.

From this date the single and return fares by the Express and night trains between Canton and Hongkong and vice versa will be as under:

Single Journey.	
Hongkong	Canton
Currency	Currency
\$4.00	\$5.10
2.00	2.60
.95	1.20

Return Journey.

Hongkong

Canton

Currency

Currency

1st class \$6.75 \$8.65

2nd class 3.00 3.85

3rd class 1.50 1.90

Scale of surcharge upon local

fares are as advertised upon

Station notice boards.

By Order

THE ADMINISTRATION.

Canton, 10th March, 1914.

Without reserve.

On view from Friday, the 13th

March.

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

THE Undersigned has received

instructions to sell by Public

Auction on

SATURDAY,

the 14th March, 1914, com-

mencing at 11 a.m. at his

Sales Rooms, Duddell Street,

117 PAIRS LADY'S & GENT'S

BROWN BOOTS & SHOES

(English Make) in first class con-

dition

Without reserve.

On view from Friday, the 13th

March.

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

THE Undersigned has received

instructions to sell by Public

Auction on

SATURDAY,

the 14th March 1914, commen-

cing at 12 o'clock noon at

his Sales Rooms, Duddell Street,

20 Cases PETER WALKER

LAGER BEER (quarts & pints).

20 Cases quarts MOET &

CHANDON CHAMPAGNE.

15 Cases pints MOET and

CHANDON CHAMPAGNE.

20 Cases (quarts and pints)

GUILLERMART CHAMPAGNE.

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

NOTICE.

THE COMMODORE & MEMBERS

OF THE ROY

Shipping

CANADIAN PACIFIC
ROYAL MAIL.
STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of Russia	19th Mar.
Empress of India	2nd April.
Monteagle	8th April.

All Steamships leave Hongkong at noon.

The "EMPEROR OF RUSSIA," and "EMPEROR OF ASIA," are new quadrupole screw 21 knot turbine steamers, of 16,850 tons gross, 30,025 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPEROR OF RUSSIA," "EMPEROR OF ASIA," via Optional Atlantic Port, £71.10.

"EMPEROR OF INDIA," "EMPEROR OF JAPAN," via Optional Atlantic Port £65

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only,) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

S.S. "A. Apca," 4,450 tons, Capt. Walker, will be despatched for SHANGHAI, NAGASAKI, KOBE & MOJI on 18th Mar.

S.S. "Thongwa," 6,298 tons, Capt. Robins, will be despatched for YOKOHAMA, KOBE & MOJI on 26th Mar.

WESTWARD.

S.S. "C. Apca," 4,600 tons, Capt. Drake, will be despatched for SINGAPORE, PENANG & CALCUTTA on 14th Mar.

S.S. "Japan," 4,013 tons, Capt. Seddon, will be despatched as above on 25th Mar.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to:

DAVID SASOON & CO., LTD.

Hongkong, Mar. 9th, 1914.

Agents.

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONG-KONG. SHANGHAI: 2-3, Foothow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

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EAST ASIATIC SERVICE,

Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO.

to

Marseilles, Havre, Bremen and Hamburg and New York. And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (O.R.)

Taking cargo at through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Seas and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

Suedmark	18th Mar.	Wuerttemberg	1st May.
Brissigavia	1st Apr.	Segovia	11th May.
Uckermark	5th Apr.	Emden	21st May.
Hoerde	12th Apr.	Frisia	29th May.
Sambia	29th Apr.		

HOMEWARD.

For Havre, Emden & Hamburg;	For Havre Emden & Hamburg;
Spezia	4th Mar.
For Bremer, H'burg & Antwerp;	Assyria
Senegambia	4th April.
For Havre & Hamburg;	Alesia
Sachsen	15th Mar.
For Havre Bremen & H'burg;	Bayer
Scandia	23rd April.
Brissigavia	23rd April.
For Havre & Hamburg;	(Vladivostok via Nagasaki)
Scandia	23rd Mar.
Brissigavia	6th May.

For Further Particulars, apply to—

Hamburg-Amerika Linie.

Hongkong Office.

Shipping

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—
Subject to Alteration
Destination
Steamers.

MARSEILLE, LONDON & ANTWERP, via Sinapore, Malacca, Penang, Colombo; Suez, & Port Said.....

Hirano Maru WEDNES., 11th Mar. 16,000
Capt. Fraser T. 16,000 Mar. at 10 a.m.
Katori Maru WEDNES., 25th Mar. 20,000
Capt. Murai Mar. at 10 a.m.

Electric light Fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

Shipping

HONGKONG
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship. T. Captains. For Sailing date.

Rubi 4000 J. Miller Manila, Mangarin, Cebu and Iloilo. FRI., 13th Mar. 4 p.m.
Zafiro 4000 F. S. McMurray Manila, Mangarin, Cebu and Iloilo. MON., 23rd Mar. 4 p.m.

For Freight or Passage apply to

SHEWAN TOMES & CO.
GENERAL MANAGERS

Hongkong, 4th Mar. 1914.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

From Expected on about For Will have on about

Tibodas JAVA 1st half Mar. JAPAN 1st half Mar.

Titaroem SHAI 1st half Mar. JAVA 1st half Mar.

Timanock JAVA 2nd half Mar. SHAI 2nd half Mar.

Tillatjap JAVA 2nd half Mar. JAPAN 2nd half Mar.

Tipanas JAVA 2nd half Mar. SHAI 2nd half Mar.

Tjikini SHAI 2nd half Mar. JAVA 2nd half Mar.

Tjimah JAVA 1st half Apr. JAVA 1st half Apr.

Tillwong JAVA 2nd half Apr. JAPAN 2nd half Apr.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.
Telephone No. 1574
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Fitted with new system of wireless telegraphy.

PASSENGER SEASON 1914

FOR EUROPE.

Hirano Maru 16,000 tons sails Wednesday 11th March
Katori " 20,000 " 25th Mar.
Kamo " 16,000 " 8th April.
Kashima " 20,000 " 22nd "

FOR AMERICA.

Aki Maru 12,500 tons sails Tuesday 24th January.
Sado " 12,500 " 10th March
Yokohama " 12,500 " 24th "
Awa " 12,500 " 7th April.
Shidzuoka " 12,500 " 21st "

For further information apply to

T. KUSHI (YOTO). Manager

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First Class to London 2/10. Return (6 months) £120.

First Class to New York £60. " " 2/10. £96.10.

San Francisco £45. " " £68.

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Thence by TRANS-ANDEAN ROUTE to BUENOS AIRES.

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Telephone No. 291

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MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Stemmers. Arrive Hongkong from Australia. Leave Hongkong for Australia.

St. Albans 14th Mar. 20th Mar. at 10 a.m.

Easter 4th April. 9th April at 10 a.m.

Aldenham 1st May. 29th May

Empire 2nd May. 29th May

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

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Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers.

EXTRA

HONGKONG, WEDNESDAY, MARCH 11, 1914.

SCHOOL FOR THE BLIND.

Opened at Pokfulum this Afternoon.

This afternoon the Ebenezer School for the Blind, was opened by Lady May. The new school is an extension of the Blindenheim in Kowloon which has been doing such good work for the blind Chinese girls from a large district round. There was a fair attendance, among those being Archdeacon Burnett, Pastor Muller, Rev. C. Maus, Rev. O. Schultz, Bishop and Mrs. Lander, Rev. H. E. Wells, Rev. C. H. Hickling, Mr. H. W. Bird and Mr. L. G. Bird.

Archdeacon Burnett addressed the gathering, and on behalf of the Mission gave a welcome to the English visitors.

The building which is on the right hand side of the Pokfulum Road has been built at a cost of about \$40,000 but of this sum between \$10,000 and \$15,000 has still to be obtained. It is a flat-roofed building with a three foot basement of stone, red brick ground floor with plaster on the second. The flat roof is of concrete and so is the ground floor which, however, is also covered with floor boarding in the sisters' quarters and cement in the other portion. The accommodation includes four dormitories upon the first floor and two on the ground, as well as two dining rooms. The sisters have seven rooms. There is still enough left of the site to double the size of the building as funds permit and we are informed that already negotiations are being fixed up for the purpose of building an extra wing.

Pastor Muller, in the course of an interesting speech, dealt with the history of the work since its very inception. About thirty years ago a sister came out to Hongkong for the Berlin Hildesheim House, but her stay here was not very long for the climate being against her, she was sick during the whole of her stay of two years. She had to return home and, when she did so, everybody thought that the experiment of sending her out was a failure. However, it was not so, for she was very interested in the work and felt that she must do something for the Chinese. She cared for the Chinese in the home, but she loved the blind. During her stay they had taken in some blind girls but it was impossible to bring them up with those who had sight and the attempt had to be given up and only the healthy ones cared for. Then it was that this lady founded the home for blind girls in Hongkong. Two years after she had returned to Europe she had interested some people with the idea and obtained the first gifts for work among the blind in China. Four years later, in 1892, a society for the blind was formed, its aim being to support blind children in some institution for the blind in China.

In 1896, they had funds enough to send out a special sister for the work and she came to Hongkong. After having studied the language for about nine months she rented a small house in West Point and took in the children which the Society had supported and began to work for the Hildesheim Mission for the blind. After a short time they had to go to Macao because the place in which they were was unhealthy. There they remained until 1902 when they went to the Blindenheim in Kowloon where they started with eighty girls and two sisters, who had come out to help them in their noble work. It was only two years after that the first sister went home on furlough and died on the way before she had seen her old father. It was a hard blow to the work but it went on and after a short time they had to think of adding to the building which they had now

SPECIAL CABLES.

CHINESE RAILWAY CONCESSIONS.

IMPORTANT BRITISH NEGOTIATIONS.

(Special Pacific Service to the Telegraph—Reuter).

Shanghai. Received March 11. Reuter's correspondent at Peking states that the British and Chinese Corporation are negotiating with the Board of Communications for the construction of a railway

from Nanking to Niungkwo-fu, Nanching and Pingxiang, where it will connect with the Pingxiang-Changsha Railway, which is under their management.

It is reported that a well-known firm of British contractors is endeavouring to obtain a concession from Nanking to Canton, while the Japanese desire to construct a continuation of the Kiukiang-Nanking Railway to Foochow.

PROVINCIAL NOTE REDEMPTION.

POSSIBLE LOAN FROM KRUPPS.

Sheung-ai. Received March 11. Krupps are negotiating with the Kwangtung and Kwangsi authorities for a loan of fifty million marks at 5 per cent., secured on the local and Provincial taxes.

Two-thirds of the loan may be used for note-redemption and a third for armaments. Repayment will commence after twenty-five years.

A "WHITE WOLF" OUTRAGE.

TOWN BURNED; FOREIGNER REPORTED KILLED.

Shanghai. Received March 11. Reuter's correspondent at Hankow states that "White Wolf" has burned part of Lashokow, an important city in Hupeh. The troops guarding the city mutinied.

Telegrams from Lashokow state that one foreigner was killed and one wounded. Their names are not ascertained; probably they are Norwegian missionaries.

WON'T LEAVE BASEMENT.

COOLIES DEFY LANDLADY'S ORDERS.

As they had not enough space where they were they had to look for a new site and this was rendered all the more necessary by the fact that the typhoon of 1906 had done damage to the house as many of their friends would remember.

Now they had the new home which would take school girls. The very young ones and the adults would still remain at the Blindenheim. The house was built following the block system. There were about twenty-five children in each block and they would live as a family, having to do their own washing and cooking and generally look after themselves. In the future they would add new blocks including a school block which could not be done at present on account of lack of funds. As the levelling of the ground was very expensive the whole expense for the new compound was not less than \$40,000. The amount was covered by subscriptions of friends in Hongkong and abroad but there was still a debt of fifteen thousand dollars, in all there were 124 girls in the home and eighteen in two branches in the interior, in charge of seven lady missionaries one of whom is also in the interior.

Lady May in declaring the building open said:

I am sure you are all aware what a splendid work this mission does. None of our fellow creatures are so deserving of pity as those who are afflicted by blindness. Within these walls it is our earnest hope that the hard lot of a few, at any rate, of those who cannot enjoy the sight of the beauties of this world may be alleviated.

We wish success to all those who shall devote themselves to the noble work of brightening—by making useful—the lives of the blind children committed to their care.

I have great pleasure now in declaring the Home open.

At the conclusion of the ceremony those present made an inspection of the building.

TELEGRAMS.

ITALIAN CABINET DESIGNS.

TENSION RUNNING HIGH.

(Reuter's Service to the Telegraph—Reuter).

London. Received March 11. Reuter's correspondent at Rome states that the Cabinet has resigned.

AVIATION DISASTER.

ANOTHER

London. Received March 11. The aviator, Captain Dowler, fell a distance of 2,000 feet at Upavon and was killed.

The deceased officer fought in Majorca, etc., during the Box War.

ST. PETERSBURG MURDER.

ASSASSIN COMMITS SUICIDE.

London. Received March 11. Reuter's correspondent at St. Petersburg states that the murderer of Colonel Chebakov, the Chief of Police, has committed suicide in prison by means of poison.

GERMANY AND RUSSIA.

REMONSTRANCES DENIED.

London. Received March 11. Reuter's correspondent at Berlin states that the semi-official journals publish denials of a remonstrance in connection with the anti-Russian scare, declaring that both the Russian and German Governments are holding aloof from the Press campaign.

They deny that another Army Bill or a re-armament of the Artillery is contemplated, and dwell on the harmonious Russo-German co-operation in the question of Armenian reforms.

BLOEMFONTEIN ELECTIONS.

UNPRECEDENTED POLLING.

London. Received March 10. Reuter's correspondent at Bloemfontein states that in the Municipal elections there was a record poll. Three Labourites were returned, including Messrs. Duff and Campbell, who were imprisoned under martial law.

FIGHTING IN MEXICO.

GREAT BLOODSHED.

London. Received March 11. The New York World's El Paso correspondent states that the Mexican rebels were attacked at Torreon and defeated, a thousand were killed on both sides.

MADAGASCAR CYCLONE.

MUCH DAMAGE DONE.

London. Received March 11. Reuter's correspondent at Paris states that a cyclone and tidal wave in north-eastern Madagascar on the 2nd inst. did serious damage to buildings and shipping at Tamatave. Sixteen natives were drowned in the floods.

A ROYAL TOUR.

London. Received March 11.

Reuter's correspondent at Hamburg states that Prince Henry of Prussia and his consort have sailed in the new liner Kaptsafalgar for South America.

LOSS OF AN EYE.

Damages of \$1,000 Claimed.

At the Summary Court, this morning, before Mr. Justice Gomperz, S. Danenberg sued A. A. Almeida for the sum of \$1,000 for damages for assault, being as to \$870 part thereof of general damages and as to \$130 remaining part thereof, special damages being fees for medical attendance and treatment.

Mr. C. Farebrother Mason, of Messrs. D'Almada and Mason, appeared for the plaintiff, and Mr. Heywood (Mr. L. D'Almada) defended.

Mr. Heywood said the defence in this action was that the defendant did the acts complained of in necessary self-defence. He submitted that if he could prove that the plaintiff struck the first blow it did not matter what excess of self-defence he used. Therefore, if the plaintiff lost his eye, although the self-defence was more than was necessary, still the plaintiff could not recover. He had a case which was absolutely right on the point.

His Lordship:—Supposing now the plaintiff slapped your client and your client shot him dead?

Mr. Heywood:—That would be homicide, but I have a case here absolutely on all fours with this.

His Lordship:—Any assault justifies excess?

Mr. Heywood:—A little excess. Plaintiff ought to have pleaded excess.

His Lordship:—No pleadings asked for.

Mr. Heywood:—Yes, my Lord, there are pleadings on this point.

The authority quoted, Dale v. Wood, his Lordship said, was under the old proceeding Bimmer v. Rimmer was quoted.

His Lordship said he would give leave to put in the plea.

Defendant said he had just come out of the Roman Catholic Cathedral with his brothers and they were chatting together. Plaintiff was on one side of the compound and defendant asked him to pay \$3 that plaintiff owed him. Plaintiff said he would give it to him afterwards and also said "I have got the money in my pocket, but I decline to pay you." Plaintiff also used insulting language and gave defendant a slap. Defendant lifted his stick in self-defence and struck plaintiff in the left eye. He was absolutely certain he did not strike the plaintiff first. He offered an apology to plaintiff there and then. He also sent him a letter of apology.

Mr. Mason:—I have not seen this letter.

His Lordship:—It is a most irregular way of conducting a case presenting something which has not been shown to the other side.

After hearing further evidence his Lordship gave judgment for the plaintiff for \$500 with costs.

Left for Japan.

Lieutenant Col. and Mrs. Pearson left by the Kashima Maru for Japan.

D.C.L. Gin.

We have received a sample of D.C.L. gin. If we remark that the gin is of the usual Distillers Company's standard, the public will be able to judge of its quality.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).
For Steamship On
S'PORE, P'ang & C'outa... Laisang* Thur., 12th Mar. at 2 p.m.
SHANGHAI Wosang† Fri., 13th Mar. at d'light
MANILA Loongsang* Sat., 14th Mar. at 2 p.m.
SHANGHAI Choyangsang* Sun., 15th Mar. at d'light
S'PORE, P'ang & C'outa... Fooksang* Tues., 17th Mar. at 2 p.m.
MANILA Yuensang* Sat., 21st Mar. at 2 p.m.

Return Tours to Japan (Occupying 24 days).

The steamers "Kutsang," "Namisang" and "Laisang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by t.c. "Fooksang," "Kumsang," "Loval," "Yatshing" and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choyangsang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze

Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

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PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice

"Shire" Line Service.—Homeward.

For Steamers Date of Sailing
LONDON & ANTWERP... Den of Airlie 12th Mar.

LONDON & ANTWERP... Merionethshire 8th April.

Trans-Pacific "Shire" & "Glen" Joint Service

VICTORIA VVER STLE, TACOMA & PLAND...)

VICTORIA VVER STLE, Den of Ruthven 5th April.

VICTORIA VVER STLE, TACOMA & PLAND... Glenlochy 3rd May.

TACOMA & PLAND... Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

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NEW SERVICE OF STEAMERS BETWEEN Yokohama, Kobe, Hongkong and Rangoon.

EASTWARD.

The S.S. Fullala 4,134 tons gross, Capt. H. F. Minett, R.N.R. will be despatched for Kobe, Moji, and Yokohama on the 2nd Feb. at daylight taking cargo and Passengers at current rates.

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Pumps empty Dock in 2-3/4 hours.

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100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.

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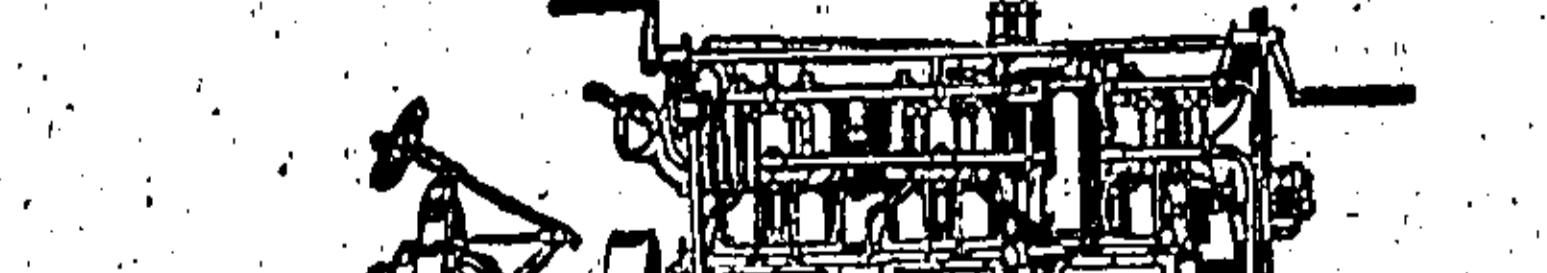
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MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSE BOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of

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VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
Havre, Emden and Hamburg; Trieste, via Singapore, Penang, Coombo, etc.	Spezia	H. A. L.	14 Mar.
Bremen, Hamburg & A'werp, Marsailles, R'dam & Hamburg	S. W. Co.	15 Mar.	
Marieville via Ports	H. A. L.	17 Mar.	
Havre, Emden and Hamburg	S. chsen	23 Mar.	
Bremen	M. M.	24 Mar.	
Havre, Emden and Hamburg	H. A. L.	28 Mar.	
London via Plymouth	Goettingen	N. D. L.	28 Mar.
Havre, Emden and Hamburg	Glenlogan	S. T. Co.	31 Mar.
Bremen			
Tuebingen	N. D. L.	E. of M.	
Aragon	N. D. L.	3 Apr.	
Assyria	H. A. L.	4 Apr.	
Austria	S. W. Co.	6 Apr.	
Chili	M. M.	7 Apr.	
Alesia	H. A. L.	8 Apr.	
Bayern	H. A. L.	23 Apr.	
Lothringen	N. D. L.	M. of Apr.	
Thuringen	N. D. L.	B. of May	
Brigavia	H. A. L.	5 May	
Dumbaa	M. M.	19 May	
Genfis	N. D. L.	5 of May	

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For Vessels.

Shanghai	Wosang
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For Bayard	Hue
Shanghai	Luchow

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessels
Fremantle	Mansang
Singapore	A. Apoor
Singapore	Pathan

CANADIAN MAIL.

The C. P. R. s.s. MONTEAGLE	left Yokohama on the 9th inst., at 5 a.m. and was due to arrive at Kobe on the 10th inst., at noon.
The C. P. R. s.s. EMPRESS OF JAPAN	left Nagasaki on the 10th inst., at 3 p.m. and is due to arrive at Kobe 11th inst., at 6 p.m.
The C. P. R. s.s. EMPRESS OF INDIA	left Vancouver on the 7th instant, a.m.
The C. P. R. s.s. EMPIRES OF ASIA	arrived at Vancouver on the 8th inst., between 2 & 4 p.m.

The C. P. R. s.s. EASTERN	from Sydney, I. & Port Darwin (via Timor and Manila) for this port on the 1st inst., and may be expected to arrive here on or about 14th inst.
The E. & A. s.s. EASTERN	from Sydney, I. & Port Darwin (via Timor and Manila) for this port on the 1st inst., and may be expected to arrive here on or about 14th inst.
The E. & A. s.s. EASTERN	from Sydney, I. & Port Darwin (via Timor and Manila) for this port on the 1st inst., and may be expected to arrive here on or about 14th inst.
The E. & A. s.s. EASTERN	from Sydney, I. & Port Darwin (via Timor and Manila) for this port on the 1st inst., and may be expected to arrive here on or about 14th inst.
The E. & A. s.s. EASTERN	from Sydney, I. & Port Darwin (via Timor and Manila) for this port on the 1st inst., and may be expected to arrive here on or about 14th inst.

AUSTRALIAN MAIL.

The E. & A. s.s. EASTERN	from Sydney, I. & Port Darwin (via Timor and Manila) for this port on the 1st inst., and may be expected to arrive here on or about 14th inst.
Hikosan Maru	Jap. ss. 2,302, Suzuki, 5th
Hikosan Maru	27th ult., Coal—M. B. K.
Telemachus	Br. ss. 1,350, Fraser, 5th
Telemachus	Inst.—Sagam, Inst., Rice—Chinese

AMERICAN MAIL.

The P. M. s.s. MANCHURIA	sailed from Yokohama for Hongkong, via Manilla, March 3. The United States mail has been transferred to the Nippon Yusen Kaisha's KUMANO MARU which is arrived at Hongkong March 5.
The P. M. s.s. CHINA	will sail from Hongkong on the 14th instant, at noon via Manilla, Nagasaki, Kobe, Yokohama and Honolulu for San Francisco.
The P. M. s.s. NILE	sailed from Yokohama for Hongkong, via Manilla, on the 8th instant. The United States mail has been transferred to the North German Lloyd's KLEIST which is scheduled to arrive at Hongkong on the 17th inst.
The P. M. s.s. CHINA	will sail from Hongkong on the 14th instant, at noon via Manilla, Nagasaki, Kobe, Yokohama and Honolulu for San Francisco.
The P. M. s.s. NILE	sailed from Yokohama for Hongkong, via Manilla, on the 8th instant. The United States mail has been transferred to the North German Lloyd's KLEIST which is scheduled to arrive at Hongkong on the 17th inst.

ENGLISH MAIL.

The P. & O. s.s. DEVANHA	left Singapore for this port on the 8th instant, at 5.30 p.m. with the outward English Mail, and is due

Commercial.

SHANGHAI FREIGHT REPORT.

Messrs. Winlock & Co.'s freight market report, dated Shanghai, March 5 states.

Since last writing the Homeward Freight Market shows no signs of improvement;—the reduction in the rate on seeds will not have, as far as we can judge, any immediate effect in furthering the export of this cereal and not until the troubles in Honan have been finally disposed of are arrivals expected in Harkow in anything like the usual quantities.

Reports from the North advise an equally flat market in the way of exports and we are informed that native merchants are taking longer than usual to settle down to business after the China New Year, whilst there are still the same difficulties of transport to contend with in various parts of the country;—the bulk of the cargo moving at present is destined for North Continental Ports.

Coastwise:—The outlook here is also as unpromising as it was a fortnight ago and the dearth of orders in the market is remarkable;—the regular liners manage to keep themselves going on their regular run but that is about all that can be said. The troubles in the Scutti over the depreciated paper-currency question, as reported in our last, still remain unsettled and until these are cleared up it is useless to look for any revival in trade.

S.I.T.

Messrs. Charbieres, Morel and Co. report on the Lyons Silk market:—In our review of the year 1913 we expressed the opinion that some favourable factors of the situation of the silk trade were unduly left in the shade. Although in November and December there had been a great shrinkage in the volume of transactions, looms had been kept in full activity and practically consumption had not been reduced.

In the second week of January the attention was roused by telegrams from Yokohama reporting an active demand and higher prices. The latter finding thus imparted to our market was strengthened by the arrivals of orders in silk piece-goods, especially in the line of textures which had been neglected so long. The demand for the raw material enlarged gradually, and although without excitement became decidedly active. The prominent part of Japan silk in the consumption has given to the Yokohama market during the last month a leading influence in the establishment of a rise, which is of about Frs. 2 or Japans and Cantons, and Frs. 1 to 2 on all other descriptions.

Consignee

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL
LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH," having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional cargo will be forwarded on unless intimation is received from the Consignees before noon-to-day, requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 12th of March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 12th of March, at 9.30 a.m.

All claims must reach us before the 19th of March, 1914, or they will not be recognized.

No Fire Insurance will be effected.

Bills of lading will be countersigned by the undersigned:

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Managers,

Hongkong, 8th Mar. 1914.

Consignee

COMPAGNIE DES MAS
SAGERIES MARITIMES.

NOTICE TO CONSIGNEES

s.s. "AMAZONE"

Consignees of cargo from London ex s.s. "MEDOC" and "BOSPHORE."

Consignees of cargo from Havre ex s.s. "BOSPHORE"

Consignees of cargo from Bordeaux ex s.s. "VILLE DE LORIENT."

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf & Godown Co. Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before noon-to-day requesting it to be landed here.

Bills of lading will be countersigned by the Undersigned. Goods remained unclaimed after 16th inst. at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 16th inst. or they will not be recognized. All damaged packages will be examined on 16th instant at 10 a.m.

No fire insurance has been effected

S. C. DE BUSSIERE
Acting Agent.

Hongkong, 9th Mar. 1914. [1174]

Public Companies

HONGKONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE Forty-fifth Ordinary Meeting of shareholders will be held at the Offices of the Undersigned at 12.30 p.m. on THURSDAY, the 18th instant.

The Transfer Books of the Company will be CLOSED from the 5th. to the 19th. instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong, Fire Insurance Co., Ltd.

Hongkong, 2nd Mar. 1914. [1134]

Notices

CANTON KOWLOON RAILWAY.

Important Additions and Alterations to Train Service,

Night Express Trains to and from Canton.

1. The Public is hereby notified that commencing on 16th, March 1914 and until further notice a night train service will be inaugurated between Canton and Kowloon and vice versa.

The Down train will leave Canton at 7.15 p.m. and arrive Kowloon at 11.25 p.m.

The Up train will leave Kowloon at 12.45 a.m. calling on request at Taipoo at 1.15 a.m. and arriving Canton at 5 a.m. Special Reduced Fares including Star Ferry across the Harbour.

2. About this date on the Fan- lin-Sha Tat Kok branch line the coaches at present in use will be withdrawn and replaced by new Rolling Stock. First and Third class accommodations will be provided. For the convenience of excursionists and others Special Cheap Return Tickets will be issued to Sha Tau Kok from Hongkong and Kowloon at the following reduced rates:— 1st Return \$2.10; 2nd Return (1st class on branch line) \$1.50; 3rd Return \$0.90.

3. Important Alterations in the local train service will also come into force, for further particulars see Timetables which may be had on application at all stations and at the Head Offices Kowloon and Canton.

By Order,
H. P. WINSLOW,
Manager.

British Section,
Kowloon Cant'n Railway.

By Order,
THE ADMINISTRATION,
Chinese Section,
Canton Kowloon Railway.

NOTICE.

THE interest and responsibility of Mr. Frank Barrington Deacon in our firm ceased on the 3rd April, 1913.

DEACON, LOOKER,
DEACON & HARSTON.
Hongkong, 25th Feb., 1914.

-- THE --

LONDON DIRECTORY

(Published Annually)

Enables traders throughout the World to communicate direct with English.

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In each class of goods. Besides being a complete commercial guide to London & its suburbs, the directory contains lists of EXPORT MERCHANTS with the goods they ship, and the Colonial and Foreign Market they supply:

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THE LONDON DIRECTORY CO. LTD., 23 Abchurch Lane, London, E.C.

LESSONS IN CHINESE.

M.R. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write to "No. 1" Hongkong Telegraph office or direct to 37 Hollywood Road, 1st floor, Hongkong, 28th Jan. 1912.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office—46 Wall Street, New York
London Office—16 Bishopsgate, E.C.

BRANCHES

Bombay
Calcutta
Canton
Cape
Khartoum
Hankow
Koben
Kuala Lumpur
Lahore
Lima
Manila
Mexico
Panama
Peru
Shanghai
Singapore
Takao
Yokohama

Capital and Surplus \$1,000,000

Equity \$1,000,000

Reserve Fund \$100,000

Surplus \$100,000

Interest \$100,000

Dividends \$100,000

Div

LAUNCH AT TAIKOO.

Mrs. Halifax Christens the Tungchow.

(Continued from Page 4)

After the ceremony Mr. Edkins addressing the gathering said:—Ladies and Gentlemen, I have very much pleasure on behalf of Taikoo in welcoming you here to-day.

Mrs. Halifax has given us great pleasure in coming to launch the "Tungchow" with good wishes for a successful career on the China seas. In expressing our appreciation of this vessel I would like to add that her association with such an occasion as this seems appropriate in view of her husband's relations with the Native workers of shipbuilding and other industries of the Colony in his capacity as Secretary for Chinese Affairs. (Applause.)

I have no doubt the "Tungchow" will prove a credit to the workmanship of the Natives as well as Europeans who have been engaged upon her. She is built for the China Navigation Co. and intended primarily for service between Shanghai and Tientsin. The "Tungchow" is a step forward in the class of regular liners to Tientsin being an advance in size on vessels regularly trading to that port, and it is interesting to note that she is 30 feet longer than her namesake, the former "Tungchow" which not very many years ago was a favourite ship on the run. That it is practicable to build ships of this increasing size to trade safely to the Tientsin Bund is a tribute to the enterprise of the Tientsin Community and the efficiency of the Haibei Conservancy Board which have brought about the Bar and River improvements. (Applause.)

The "Tungchow" is to be fitted out for a considerable complement of passengers in modern and comfortable style. While for her career service she is designed to provide the means of careful and rapid handling of the particular classes of merchandise conveyed on the route.

It is our wish to-day that she should have a smooth and successful career. I have the honour to ask you to drink "Good Fortune and Success to the "Tungchow." (Applause.)

The toast of the ship was duly honoured.

Other Toasts.

Mr. Reid said that at this stage he would like to thank Mrs. Halifax for coming down to Taikoo Dockyard and very ably performing the christening of the Tungchow. (Applause.)

It was to be hoped that the Tungchow would go along as smoothly as the ceremony of christening the ship that day had done. (Applause.) Mrs. Halifax had told him that that was her first experience of a launching but she hoped that it would not be her last. He thought they had such a ceremony at that dock about every other month and they were always pleased to see anybody there. (Applause.) At the same time he would take the opportunity of asking Mrs. Halifax to accept a little momento of the occasion. (Applause.)

The presentation took the form of a delightful pendant. The Hon. Mr. E. R. Halifax then returned thanks on behalf of Mrs. Halifax for the very kind invitation to perform the ceremony she had done that day, and he

also thanked them for the very kind memento that Mr. Reid had just presented her with. To me the pleasure of christening a ship was unknown, said the speaker. No doubt there had been many men busy on the ship and they had experienced the joy of putting the finishing touches on the job of work, but it was not complete until a lady performed the final ceremony and he was quite convinced that the credit of the whole construction Mrs. Halifax believed was hers (laughing). She had asked him to express good wishes for the ship and he would do so in words familiar to everybody there! Shun Fung Shun Shui, Ping On, Tai Kai! (Favouring wind, favourable tide, peaceful life, great success.)

Colonel Irwin then thanked Mr. Edkins, Mr. Reid and the staff of the Taikoo Docks for their kind entertainment.

Mr. Edkins and Mr. Reid responded and the proceedings closed with the customary formality.

OPTICIAN'S SUCCESS.

Local Gentleman Secures a High Diploma.

Mr. H. Tobias, the proprietor of Messrs. Lazarus and Co., who has been home on ten months leave, has, during that time, sat for and secured, the diploma of the Worshipful Company of Spectaclemakers. This, we believe, is the highest honour an optician can secure. The examination was held on November 18, 1913, and concerning it the Daily Telegraph says:—

"No pains were spared to make the ordeal not only searching but scrupulously fair. The written papers were prepared by the examiners who themselves got them printed and received and sealed up the answers quite independently of the officials of the company and even of Colonel Davies Sewell, the veteran clerk and secretary to the examination scheme. A valuable condition, on which diplomas are awarded is that the company may withdraw them on sufficient cause being shown, and by that means it is enabled to maintain a high standard of commercial conduct and efficiency. Another point which is of prime importance is also insisted upon. The optician is not an oculist, and the company inculcates the vital necessity for the optician to refer to the oculist any case in which he has doubt or in which he suspects the existence of pathological defects."

Mr. Tobias returned to the Colony by the Keshima Maru after a good trip.

SILIMPON COAL.

BUNKERS

can be supplied cheap Reats.

at:

SANDAKAN & SEBATTIK
(British North Borneo);

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE

IT IS WHAT YOU GET MORE
THAN WHAT YOU PAY. THE
DOUBLE STRENGTH MEANS
DOUBLE VALUE.

LOTUS MOKHA

IS UNIFORMLY EXCELLENT.

Obtainable Everywhere.



POST OFFICE.

The Foochow, with the mail from London (via Siberia) of Wednesday the 15th ult., is due to arrive here to-day.

The Daingon, with the English Mail left Singapore on Sunday, the 21st inst., at 5.30 p.m. and may be expected here on Friday the 13th inst., at 10 a.m. This packet brings the parcel mail closed in London for despatch by the all-sea route on the 4th ult. and for despatch overland on the 11th ult.

The India, with the mails from London (via Siberia) of Friday and Saturday the 20th and 21st ult., is due to arrive here on Friday, the 13th inst.

The Klest, with the American mail, Niles is scheduled to arrive here on Tuesday, the 17th inst.

MAILS DUE.

Siberian, Foochow, 11th inst.; English, Devanha, 15th inst.; Siberian, India, 13th inst.; American, Klest, 17th inst.

MAILS VIA SIBERIA.

Left London Feb. 18 Due Shanghai Mar. 7. Feb. 21

MAILS CLOSE TO-DAY.

Saligon—Per LYCEMOON, 11th inst., 5 p.m.

TO-MORROW.

Swatow—Per HELENE, 12th inst., 9 a.m.; Japan via Moji—Per BANRI MARU, 12th inst., 10 a.m.

Fort Bayard, Haiphong, Pakhol and Satagon—Per HUE, 12th inst., 11 a.m.

Straits & India via Calcutta—Per LAISANG, 12th inst., 1 p.m.

Shanghai and North China—Per LUOCHONG, 12th inst., 3 p.m.

Shanghai and North China—Per WOGANG, 12th inst., 5 p.m.

FRIDAY 13th Mar.

Swatow—Amoy and Foochow—Per HAI-CHING, 13th inst., 10 a.m.; Philippines Is.—Per RUBI, 13th inst., 3 p.m.

Siberian Mail.

American & Canadian Mails.

English Mail.

Siberian Mail.

American & Canadian Mails.

German Mail.

Sunday, 15th Mar.

Swatow, Amoy & Formosa via Tamau—Per DAJIN MARU, 15th inst., 9 a.m.

TUESDAY, 17th Mar.

Straits and India via Calcutta—Per FOOKSANG, 17th inst., 1 p.m.

Shanghai & North China—Per SHAO-HSING, 17th inst., 1 p.m.

Philippine Islands—Per TEAN, 17th inst., 3 p.m.

WEDNESDAY, 18th Mar.

Haiphong and Pakhol—Per KAIFONG, 18th inst., 8 a.m.

Strait, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (1st Letters 11 a.m. to noon, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of main mail (Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—The Parcel mail will be closed on Friday the 13th inst., 5 p.m.—Per INDIA, 14th inst., 11 a.m.

Philippines Islands—Per LOONGSANG, 14th inst., 1 a.m.

Shanghai, North China and Tsingtau (Europe via Siberia)—Per YINGCHOW, 14th inst., 5 p.m.

Shanghai, & North China—Per CHOY-SANG, 14th inst., 5 p.m.

SUNDAY, 15th Mar.

Swatow—Per HAI-LUN, 15th inst., 9 a.m.

Swatow, Amoy & Formosa via Tamau—Per HAI-LUN, 15th inst.

Monday, 16th Mar.

Swatow, Amoy & Formosa via Tamau—Per HAI-YANG, 20th inst., 10 a.m.

Strait and Burma—Per JELUNGA, 20th inst., 11 a.m.

SATURDAY, 21st Mar.

Philippines Islands, Angaur, Yap, Fred. Wilhelmsen, Rota, Herborstholm, Malut, Australia, Tasmania, New Zealand, &c., Brisbane—Per COBLENZ, 21st Mar., 9 a.m.

Philippines Is.—YUENSANG, 21st inst., 1 p.m.

Shanghai, North China & Tsingtau (Europe via Siberia)—Per KANGHOU, 21st inst., 5 p.m.

MONDAY, 23rd Mar.

Philippines Islands—Per ZAFIRO, 23rd inst., 3 p.m.

TUESDAY, 24th Mar.

Philippines Is.—Per CHINHUA, 24th inst., 5 p.m.

SHIPPING NEWS.

ARRIVED.

Choi Sing, Ger. a.s. 1,021. Meul. with 10th Inst.—Bangkok, 2nd Inst. Rice & Beans.

Don of Arie, Br. a.s. 3,735, J. Thomson, 10th Inst.—Shanghai, 6th Inst.; Gen. J. M. and Co.

Hakohi, Br. a.s. 1,257, Pa-more, 11th Inst.—Swatow, 10th Inst.; Gen. D. L. & Co.

Halkitiv, Dut. a.s. 1,090, J. Bakker, 10th Inst.—Tien-tsin, 2nd Inst., Ballas, A. P. Co.

Hanano Maru Jap. a.s. 8,520, H. Frater, 10th Inst.—Shanghai, 6th Inst.

Mark, Ger. a.s. 5,091, E. Loswe, 16th Inst.—Shanghai, 7th Inst. Ger. M. and Co.

Saxia, Ger. a.s. 992, A. Jensen, 10th Inst.—Bangkok, 2nd Inst., Rice & Cochineal.

China Coast Meteorological Register.

March 11.

Walshing for Singapore; Luchow for Canton; Sado Maru for Yokohama; Elger for Newchwang; Telemachus for Sir Apido; Chinaglow for Kwa-tyen; Halicor for Bal-kappur; Kwang Lee for Shanghai; Kasheh Maru for Yokohama; Kali Maru for Foochow; Hakubu Maru for Karatsu; Matsumi Maru for Wa-matsu; Bermuda for Hamburg; Liangchow for Char-hai; Kwanggang for Shar-hai; Kwangchow wan for K. C. Wan; Kiang Ping for Chinkiang; Mark for Bremen; Helyo Maru for Hor jay

March 12.

Walshing for Singapore; Luchow for Canton; Sado Maru for Yokohama via Manila; Tungku Maru for Batavia via Bunt; Vingchow for Canton; Marie for Manzanillo via Moji

Shanghai and North China—Europe via Siberia—Per DEVANHA, 13th Inst., 5 p.m.

March 13.

Haimur for Swatow; Tameng for Hilo via Magila; Kwangtah for Canton; Holone for Swatow; Hild for Bangkok

March 14.

Haimur for Swatow; Tameng for Hilo via Magila; Kwangtah for Canton; Holone for Swatow; Hild for Bangkok

March 15.

Haimur for Swatow; Tameng for Hilo via Magila; Kwangtah for Canton; Holone for Swatow; Hild for Bangkok

March 16.

Haimur for Swatow; Tameng for Hilo via Magila; Kwangtah for Canton; Holone for Swatow; Hild for Bangkok

March 17.

Haimur for Swatow; Tameng for Hilo via Magila; Kwangtah for Canton; Holone for Swatow; Hild for Bangkok

March 18.

Haimur for Swatow; Tameng for Hilo via Magila; Kwangtah for Canton; Holone for Swatow; Hild for Bangkok

March 19.

Haimur for Swatow; Tameng for Hilo via Magila; Kwangtah for Canton; Holone for Swatow; Hild for Bangkok

March 20.

Haimur for Swatow; Tameng for Hilo via Magila; Kwangtah for Canton; Holone for Swatow; Hild for Bangkok

March 21.

Haimur for Swatow; Tameng for Hilo via Magila; Kwangtah for Canton; Holone for Swatow; Hild for Bangkok

March 22.

Haimur for Swatow; Tameng for Hilo via Magila; Kwangtah for Canton; Holone for Swatow; Hild for Bangkok

March 23.

Haimur for Swatow; Tameng for Hilo via Magila; Kwangtah for Canton; Holone for Swatow; Hild for Bangkok

March 24.

Haimur for Swatow; Tameng for Hilo via Magila; Kwangtah for Canton; Holone for Swatow; Hild for Bangkok

March 25.